



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

Give Your Eyes a Holiday!

THEY WILL HAVE
A COMPLETE REST
AND RELIEF FROM OVER-
STRAIN IF YOU WEAR
CORRECT GLASSES.

N. LAZARUS.
OPHTHALMIC OPTICIAN.
25, Queen's Road Central, HONGKONG.
Prescriptions accurately filled.

No. 19,055. 號五十五零千九萬一第 日六廿月五年未己 HONGKONG, MONDAY, JUNE 23RD, 1919. 一拜禮 號三十月六年捌國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 75 lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & CO.,
General Managers. [80]

ALLSOPP'S
BRITISH

PILSENER
BEER.

BREWED AND BOTTLED
by
S. ALLSOPP & SONS, LTD.,
BURTON-ON-TRENT.

SOLE AGENTS:
CALDECK,
MACGREGOR & CO.

19, QUEEN'S ROAD CENTRAL.
Telephone No. 75.

CARTRIDGES! CARTRIDGES!
CARTRIDGES!

NEWLY ARRIVED.
SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
No. 4, Becclesfield Arcade. [77]

A LING & CO.
19, QUEEN'S ROAD CENTRAL,
Hongkong.

FURNITURE AND PHOTO GOODS
STORE.
GLASS ETCHING, SIGN-BOARD AND...
MIRROR MAKER.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description
in Stock.

DEVELOPING, PRINTING AND ENLARGING
UNDERTAKEN.
TELEPHONE 1219. [75]

PEAK TRAMWAY COMPANY
LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.30	" 10 "
9.30	to 11.00	" 15 "
11.30	to 12.45 p.m.	" 15 "
12.45 p.m.	to 1.15	" 10 "
1.15	to 1.45	" 15 "
1.45	to 2.15	" 10 "
2.15	to 3.00	" 15 "
3.00	to 5.00	" 10 "

NIGHT CLAS.

11.30 p.m.	to 1.00 p.m.	Every 30 minutes
1.00	to 1.30 p.m.	" 30 "

SATURDAYS.
Extra Car—12.00 Midnight.
SUNDAYS.

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	to 11.00 a.m.	" 10 "
11.30	to 12.00 noon	" 10 "
12.00 noon	to 1.00 p.m.	" 15 "
1.00 p.m.	to 2.30	" 15 "
2.30	to 3.00	" 10 "
3.00	to 3.30	" 15 "
3.30	to 5.00	" 10 "

NIGHT CLAS.
As on Week Days.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-table, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment thereof
has been made in Bank Notes or by Cheque
or by Order representing Bank
Notes.
JOHN D. HUMPHREYS & FOX,
General Managers.

KOWLOON-CANTON RAILWAY.

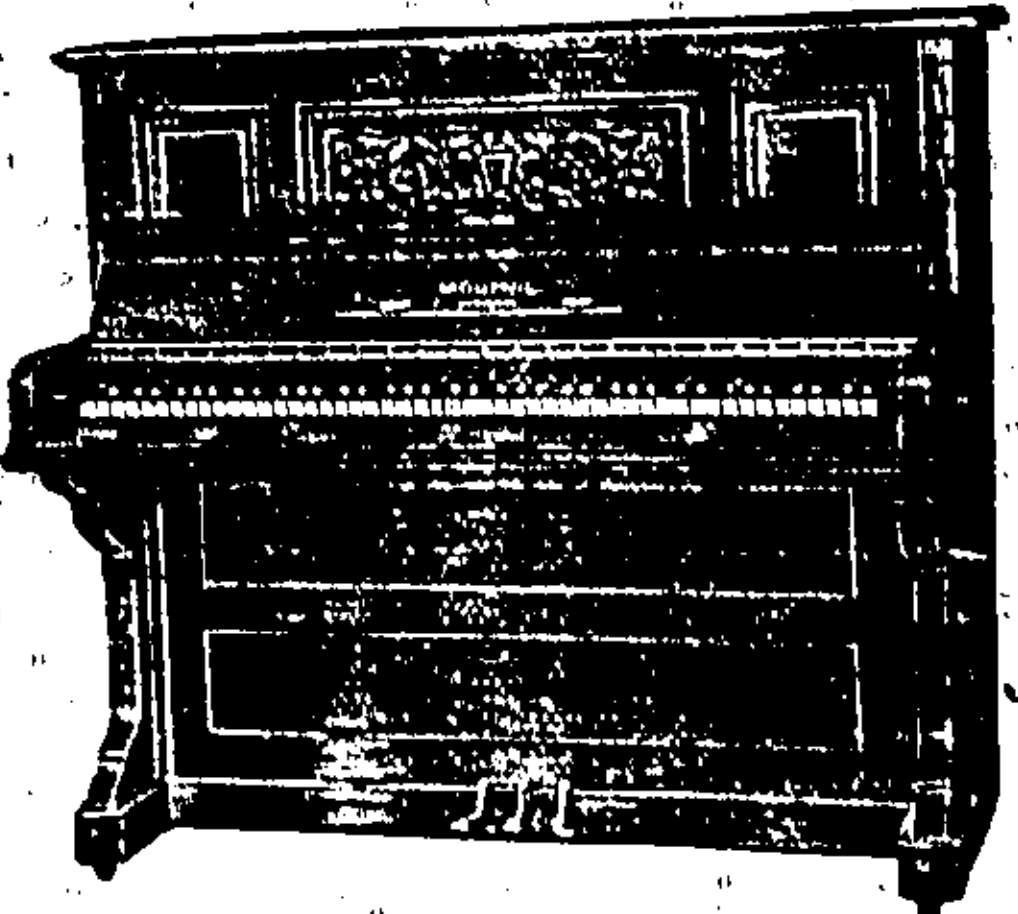
TIME-TABLE.
On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.									
Stations	No. 4 Through Express. a.m.	No. 7 Local. a.m.	No. 8 Through Slow. a.m.	No. 11 Local. a.m.	No. 12 Through Express. p.m.	No. 13 Local. p.m.	No. 14 Local. p.m.	No. 15 Local. p.m.	No. 16 Local. p.m.
CANTON (at Shek Tai)	dep. 7.30	dep. 8.15	dep. 8.30	dep. 8.45	dep. 9.00	dep. 9.15	dep. 9.30	dep. 9.45	dep. 10.00
HEK LUNG	arr. 8.45	arr. 9.00	arr. 9.15	arr. 9.30	arr. 9.45	arr. 10.00	arr. 10.15	arr. 10.30	arr. 10.45
Shek Chun	arr. 9.15	arr. 9.30	arr. 9.45	arr. 10.00	arr. 10.15	arr. 10.30	arr. 10.45	arr. 11.00	arr. 11.15
Shum Shui	arr. 9.45	arr. 10.00	arr. 10.15	arr. 10.30	arr. 10.45	arr. 11.00	arr. 11.15	arr. 11.30	arr. 11.45
Tai Po Market	arr. 10.15	arr. 10.30	arr. 10.45	arr. 11.00	arr. 11.15	arr. 11.30	arr. 11.45	arr. 12.00	arr. 12.15
Tai Po	arr. 10.45	arr. 11.00	arr. 11.15	arr. 11.30	arr. 11.45	arr. 12.00	arr. 12.15	arr. 12.30	arr. 12.45
Shum Shui	arr. 11.15	arr. 11.30	arr. 11.45	arr. 12.00	arr. 12.15	arr. 12.30	arr. 12.45	arr. 13.00	arr. 13.15
Tai Po	arr. 11.45	arr. 12.00	arr. 12.15	arr. 12.30	arr. 12.45	arr. 13.00	arr. 13.15	arr. 13.30	arr. 13.45
Shum Shui	arr. 12.15	arr. 12.30	arr. 12.45	arr. 13.00	arr. 13.15	arr. 13.30	arr. 13.45	arr. 14.00	arr. 14.15
Tai Po	arr. 12.45	arr. 13.00	arr. 13.15	arr. 13.30	arr. 13.45	arr. 14.00	arr. 14.15	arr. 14.30	arr. 14.45
Shum Shui	arr. 13.15	arr. 13.30	arr. 13.45	arr. 14.00	arr. 14.15	arr. 14.30	arr. 14.45	arr. 15.00	arr. 15.15
Tai Po	arr. 13.45	arr. 14.00	arr. 14.15	arr. 14.30	arr. 14.45	arr. 15.00	arr. 15.15	arr. 15.30	arr. 15.45
Shum Shui	arr. 14.15	arr. 14.30	arr. 14.45	arr. 15.00	arr. 15.15	arr. 15.30	arr. 15.45	arr. 16.00	arr. 16.15
Tai Po	arr. 14.45	arr. 15.00	arr. 15.15	arr. 15.30	arr. 15.45	arr. 16.00	arr. 16.15	arr. 16.30	arr. 16.45
Shum Shui	arr. 15.15	arr. 15.30	arr. 15.45	arr. 16.00	arr. 16.15	arr. 16.30	arr. 16.45	arr. 17.00	arr. 17.15
Tai Po	arr. 15.45	arr. 16.00	arr. 16.15	arr. 16.30	arr. 16.45	arr. 17.00	arr. 17.15	arr. 17.30	arr. 17.45
Shum Shui	arr. 16.15	arr. 16.30	arr. 16.45	arr. 17.00	arr. 17.15	arr. 17.30	arr. 17.45	arr. 18.00	arr. 18.15
Tai Po	arr. 16.45	arr. 17.00	arr. 17.15	arr. 17.30	arr. 17.45	arr. 18.00	arr. 18.15	arr. 18.30	arr. 18.45
Shum Shui	arr. 17.15	arr. 17.30	arr. 17.45	arr. 18.00	arr. 18.15	arr. 18.30	arr. 18.45	arr. 19.00	arr. 19.15
Tai Po	arr. 17.45	arr. 18.00	arr. 18.15	arr. 18.30	arr. 18.45	arr. 19.00	arr. 19.15	arr. 19.30	arr. 19.45
Shum Shui	arr. 18.15	arr. 18.30	arr. 18.45	arr. 19.00	arr. 19.15	arr. 19.30	arr. 19.45	arr. 20.00	arr. 20.15
Tai Po	arr. 18.45	arr. 19.00	arr. 19.15	arr. 19.30	arr. 19.45	arr. 20.00	arr. 20.15	arr. 20.30	arr. 20.45
Shum Shui	arr. 19.15	arr. 19.30	arr. 19.45	arr. 20.00	arr. 20.15	arr. 20.30	arr. 20.45	arr. 21.00	arr. 21.15
Tai Po	arr. 19.45	arr. 20.00	arr. 20.15	arr. 20.30	arr. 20.45	arr. 21.00	arr. 21.15	arr. 21.30	arr. 21.45
Shum Shui	arr. 20.15	arr. 20.30	arr. 20.45	arr. 21.00	arr. 21.15	arr. 21.30	arr. 21.45	arr. 22.00	arr. 22.15
Tai Po	arr. 20.45	arr. 21.00	arr. 21.15	arr. 21.30	arr. 21.45	arr. 22.00	arr. 22.15	arr. 22.30	arr. 22.45
Shum Shui	arr. 21.15	arr. 21.30	arr. 21.45	arr. 22.00	arr. 22.15	arr. 22.30	arr. 22.45	arr. 23.00	arr. 23.15
Tai Po	arr. 21.45	arr. 22.00	arr. 22.15	arr. 22.30	arr. 22.45	arr. 23.00	arr. 23.15	arr. 23.30	arr. 23.45
Shum Shui	arr. 22.15	arr. 22.30	arr. 22.45	arr. 23.00	arr. 23.15	arr. 23.30	arr. 23.45	arr. 24.00	arr. 24.15
Tai Po	arr. 22.45	arr. 23.00	arr. 23.15	arr. 23.30	arr. 23.45	arr. 24.00	arr. 24.15	arr. 24.30	arr. 24.45
Shum Shui	arr. 23.15	arr. 23.30	arr. 23.45	arr. 24.00	arr. 24.15	arr. 24.30	arr. 24.45	arr. 25.00	arr. 25.15
Tai Po	arr. 23.45	arr. 24.00	arr. 24.15	arr. 24.30	arr. 24.45	arr. 25.00	arr. 25.15	arr. 25.30	arr. 25.45
Shum Shui	arr. 24.15	arr. 24.30	arr. 24.45	arr. 25.00	arr. 25.15	arr. 25.30	arr. 25.45	arr. 26.00	arr. 26.15
Tai Po	arr. 24.45	arr. 25.00	arr. 25.15	arr. 25.30	arr. 25.45	arr. 26.00	arr. 26.15	arr. 26.30	arr. 26.45
Shum Shui	arr. 25.15	arr. 25.30	arr. 25.45	arr. 26.00	arr. 26.15	arr. 26.30	arr. 26.45	arr. 27.00	arr. 27.15
Tai Po	arr. 25.45	arr. 26.00	arr. 26.15	arr. 26.30	arr. 26.45	arr. 27.00	arr. 27.15	arr. 27.30	arr. 27.45
Shum Shui	arr. 26.15	arr. 26.30	arr. 26.45	arr. 27.00	arr. 27.15	arr. 27.30	arr. 27.45	arr. 28.00	arr. 28.15
Tai Po	arr. 26.45	arr. 27.00	arr. 27.15	arr. 27.30	arr. 27.45	arr. 28.00	arr. 28.15	arr. 28.30	arr. 28.45
Shum Shui	arr. 27.15	arr. 27.30	arr. 27.45	arr. 28.00	arr. 28.15	arr. 28.30	arr. 28.45	arr. 29.00	arr. 29.15
Tai Po	arr. 27.45	arr. 28.00	arr. 28.15	arr. 28.30	arr. 28.45	arr. 29.00	arr. 29.15	arr. 29.30	arr. 29.45
Shum Shui	arr. 28.15	arr. 28.30	arr. 28.45	arr. 29.00	arr. 29.15	arr. 29.30	arr. 29.45	arr. 30.00	arr. 30.15
Tai Po	arr. 28.45	arr. 29.00	arr. 29.15	arr. 29.30	arr. 29.45	arr. 30.00	arr. 30.15	arr. 30.30	arr. 30.45
Shum Shui	arr. 29.15	arr. 29.30	arr. 29.45	arr. 30.00	arr. 30.15	arr. 30.30	arr. 30.45	arr. 31.00	arr. 31.15
Tai Po	arr. 29.45	arr. 30.00	arr. 30.15	arr. 30.30	arr. 30.45	arr. 31.00	arr. 31.15	arr. 31.30	arr. 31.45
Shum Shui	arr. 30.15	arr. 30.30	arr. 30.45	arr. 31.00	arr. 31.15	arr. 31.30	arr. 31.45	arr. 32.00	arr. 32.15
Tai Po	arr. 30.45	arr. 31.00	arr. 31.15	arr. 31.30	arr. 31.45	arr. 32.00	arr. 32.15	arr. 32.30	arr. 32.45
Shum Shui	arr. 31.15	arr. 31.30	arr. 31.45	arr. 32.00	arr. 32.15	arr. 32.30	arr. 32.45	arr. 33.00	arr. 33.15
Tai Po	arr. 31.45	arr. 32.00	arr. 32.15	arr. 32.30	arr. 32.45	arr. 33.00	arr. 33.15	arr. 33.30	arr. 33.45
Shum Shui	arr. 32.15	arr. 32.30	arr. 32.45	arr. 33.00	arr. 33.15	arr. 33.30	arr. 33.45	arr. 34.00	arr. 34.15
Tai Po	arr. 32.45	arr. 33.00	arr. 33.15	arr. 33.30	arr. 33.45	arr. 34.00	arr. 34.15	arr. 34.30	arr. 34.45
Shum Shui	arr. 33.15	arr. 33.30	arr. 33.45	arr. 34.00	arr. 34.15	arr. 34.30	arr. 34.45	arr. 35.00	arr. 35.15
Tai Po	arr. 33.45	arr. 34.00	arr. 34.15	arr. 34.30	arr. 34.45	arr. 35.00	arr. 35.15	arr. 35.30	arr. 35.45
Shum Shui	arr. 34.15	arr. 34.30	arr. 34.45	arr. 35.00	arr. 35.15	arr. 35.30	arr. 35.45	arr. 36.00	arr. 36.15
Tai Po	arr. 34.45	arr. 35.00	arr. 35.15	arr. 35.30	arr. 35.45	arr. 36.00	arr. 36.15	arr. 36.30	arr. 36.45
Shum Shui	arr. 35.15	arr. 35.30	arr. 35.45	arr. 36.00	arr. 36.15	arr. 36.30	arr. 36.45	arr. 37.00	arr. 37.15
Tai Po	arr. 35.45	arr. 36.00	arr. 36.15	arr. 36.30	arr. 36.45	arr. 37.00	arr. 37.15	arr. 37.30	arr. 37.45
Shum Shui	arr. 36.15	arr. 36.30	arr. 36.45	arr. 37.00	arr. 37.15	arr. 37.30	arr. 37.45	arr. 38.00	arr. 38.15
Tai Po	arr. 36.45	arr. 37.00	arr. 37.15	arr. 37.30	arr. 37.45	arr. 38.00	arr. 38.15	arr. 38.30	arr. 38.45
Shum Shui	arr. 37.15	arr. 37.30	arr. 37.45	arr. 38.00	arr. 38.15	arr. 38.30	arr. 38.45	arr. 39.00	arr. 39.15
Tai Po	arr. 37.45	arr. 38.00	arr. 38.15	arr. 38.30	arr. 38.45	arr. 39.00	arr. 39.15	arr. 39.30	arr. 39.45
Shum Shui	arr. 38.15	arr. 38.30	arr. 38.45	arr. 39.00	arr. 39.15	arr. 39.30	arr. 39.45	arr. 40.00	arr. 40.15
Tai Po	arr. 38.45	arr. 39.00	arr. 39.15	arr. 39.30	arr. 39.45	arr. 40.00	arr. 40.15	arr. 40.30	arr. 40.45
Shum Shui	arr. 39.15	arr. 39.30	arr. 39.45	arr. 40.00	arr. 40.15	arr. 40.30	arr. 40.45	arr. 41.00	arr. 41.15
Tai Po	arr. 39.45	arr. 40.00	arr. 40.15	arr. 40.30	arr. 40.45	arr. 41.00	arr. 41.15	arr. 41.30	arr. 41.45
Shum Shui	arr. 40.15	arr. 40.30	arr. 40.45	arr. 41.00	arr. 41.15	arr. 41.30	arr. 41.45	arr. 42.00	arr. 42.15
Tai Po	arr. 40.45	arr. 41.00	arr. 41.15	arr. 41.30	arr. 41.45	arr. 42.00	arr. 42.15	arr. 42.30	arr. 42.45
Shum Shui	arr. 41.15	arr. 41.30	arr. 41.45	arr. 42.00	arr. 42.15	arr. 42.30	arr. 42.45	arr. 43.00	arr. 43.15
Tai Po	arr. 41.45	arr. 42.00	arr. 42.15	arr. 42.30	arr. 42.45	arr. 43.00	arr. 43.15	arr. 43.30	arr. 43.45
Shum Shui	arr. 42.15	arr. 42.30	arr. 42.45	arr. 43.00	arr. 43.15	arr. 43.30	arr. 43.45	arr. 44.00	arr. 44.15
Tai Po	arr. 42.45	arr. 43.00	arr. 43.15	arr. 43.30	arr. 43.45	arr. 44.00	arr. 44.15	arr. 44.30	arr. 44.45
Shum Shui	arr. 43.15	arr. 43.30	arr. 43.45	arr. 44.00	arr. 44.15	arr. 44.30	arr. 44.45	arr. 45.00	arr. 45.15
Tai Po	arr. 43.45	arr. 44.00	arr. 44.15	arr. 44.30	arr. 44.45	arr. 45.00	arr. 45.15	arr. 45.30	arr. 45.45
Shum Shui	arr. 44.15	arr. 44.30	arr. 44.45	arr. 45.00	arr. 45.15	arr. 45.30	arr. 45.45	arr. 46.00	arr. 46.15
Tai Po	arr. 44.45	arr. 45.00	arr. 45.15	arr. 45.30	arr. 45.45	arr. 46.00	arr. 46.15	arr. 46.30	arr. 46.45
Shum Shui	arr. 45.15	arr. 45.30	arr. 45.45	arr. 46.00	arr. 46.15	arr. 46.30	arr. 46.45	arr. 47.00	arr. 47.15
Tai Po	arr. 45.45	arr. 46.00	arr. 46.15	arr. 46.30	arr. 46.45	arr. 47.00	arr. 47.15	arr. 47.30	arr. 47.45
Shum Shui	arr. 46.15	arr. 46.30	arr. 46.45	arr. 47.00	arr. 47.15	arr. 47.30	arr. 47.45	arr. 48.00	arr. 48.15
Tai Po	arr. 46.45	arr. 47.00	arr. 47.15	arr. 47.30	arr. 47.45	arr. 48.00	arr. 48.15	arr. 48.30	arr. 48.45
Shum Shui	arr. 47.15	arr. 47.30	arr. 47.45	arr. 48.00	arr. 48.15	arr. 48.30	arr. 48.45	arr. 49.00	arr. 49.15
Tai Po	arr. 47.45	arr. 48.00	arr. 48.15	arr. 48.30	arr. 48.45	arr. 49.00	arr. 49.15	arr. 49.30	arr. 49.45
Shum Shui	arr. 48.15	arr. 48.30	arr. 48.45	arr. 49.00	arr. 49.15	arr. 49.30	arr. 49.45	arr. 50.00	arr. 50.15
Tai Po	arr. 48.45	arr. 49.00	arr. 49.15	arr. 49.30	arr. 49.45	arr. 50.00	arr. 50.15	arr. 50.30	arr. 50.45
Shum Shui	arr. 49.15	arr. 49.30	arr. 49.45	arr. 50.00	arr. 50.15	arr. 50.30	arr. 50.45	arr. 51.00	arr. 51.15
Tai Po	arr. 49.45	arr. 50.00	arr. 50.15	arr. 50.30	arr. 50.45	arr. 51.00	arr. 51.15	arr. 51.30	arr. 51.45
Shum Shui	arr. 50.15	arr. 50.30	arr. 50.45	arr. 51.00	arr. 51.15	arr. 51.30	arr. 51.45	arr. 52.00	arr. 52.15
Tai Po	arr. 50.45	arr. 51.00	arr. 51.15	arr. 51.30	arr. 51.45	arr. 52.00	arr. 52.15	arr. 52.30	arr. 52.45
Shum Shui	arr. 51.15	arr. 51.30	arr. 51.45	arr. 52.00	arr. 52.15	arr. 52.30	arr. 52.45	arr. 53.00	arr. 53.15
Tai Po	arr. 51.45	arr. 52.00	arr. 52.15	arr. 52.30	arr. 52.45	arr. 53.00	arr. 53.15	arr. 53.30	arr. 53.45
Shum Shui	arr. 52.15	arr. 52.30	arr. 52.45	arr. 53.00	arr. 53.15	arr. 53.30	arr. 53.45	arr. 54.00	arr. 54.15
Tai Po	arr. 52.45	arr. 53.00	arr. 53.15	arr. 53.30	arr. 53.45	arr. 54.00	arr. 54.15	arr. 54.30	arr. 54.45
Shum Shui	arr. 53.15	arr. 53.30	arr. 53.45	arr. 54.00	arr. 54.15	arr. 54.30	arr. 54.45	arr. 55.00	arr. 55.15
Tai Po	arr. 53.45	arr. 54.00	arr. 54.15	arr. 54.30	arr. 54.45	arr. 55.00	arr. 55.15	arr. 55.30	arr. 55.45
Shum Shui	arr. 54.15	arr. 54.30	arr. 54.45	arr. 55.00	arr. 55.15	arr. 55.30	arr. 55.45	arr. 56.00	arr. 56.15
Tai Po	arr. 54.45	arr. 55.00	arr. 55.15	arr. 55.30	arr. 55.45	arr. 56.00	arr. 56.15	arr. 56.30	arr. 56.45
Shum Shui	arr. 55.15	arr. 55.30	arr. 55.45	arr. 56.00	arr. 56.15	arr. 5			

MOUTRIE PIANOS

Scientifically constructed of the best materials are sound to none for lasting quality and are backed by a

GUARANTEE
for
FIVE YEARS.



PRICES from \$425.

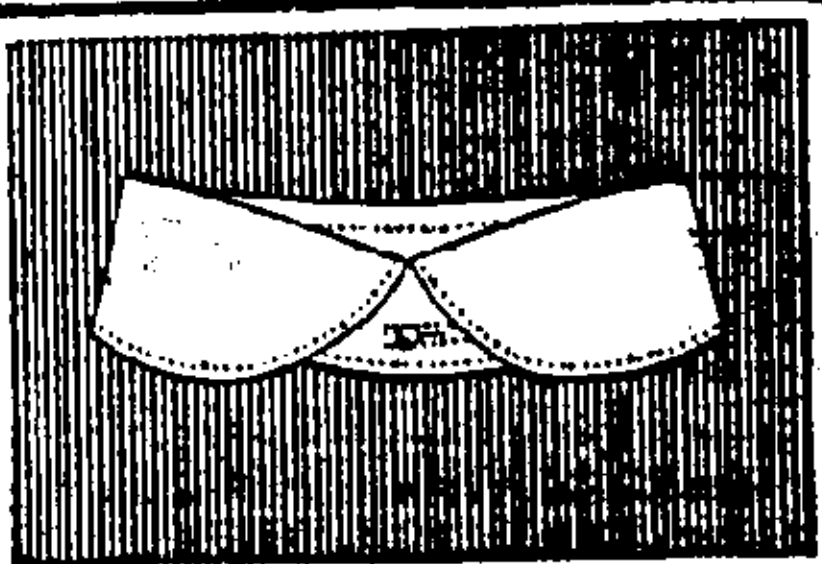
Easy Payments can be arranged.

S. Moutrie & Co., Ltd.

(22-1)

Summit

Shape 63.



Designed specially for hot-weather wear. A shapely collar which sits well, it allows ample freedom for the neck, plenty of space for the knot and permits the tie to slide easily between the folds.

Depth of band in front 1 inch, depth at back 1 1/2 inch.

STOCKED IN QUARTER SIZES—FOUR TO EVERY INCH.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,

16, DES VIGUEUX ROAD.

Telephone 29.

HUNTLEY & PALMER'S BISCUITS

FRUIT. GARIBALDI. MILK.
NICE. WHEATMEAL. OSBORNE.
GINGER NUTS. PETIT BEURRE.
MARIE. WATER. WAFERS.
ETC., ETC., ETC.

LANE, CRAWFORD & CO.

Fook Lee & Co.

METAL & HARDWARE MERCHANTS
HOUSE & SHIP BUILDING MATERIALS.

Head Office: 2a, 2 & 4, Hiller St. Telephone 1174.
Branch Office: York Building, Chater Rd. Telephone 1950.

THE CORONET

TO-NIGHT at 5.15 and 9.15 p.m.

MACK SENNET'S MASTERPIECE

"MICKEY"

featuring

MABEL NORMAND

Prices for both performances \$1.00 and 60 Cts.

Booking (for 9.15 p.m.) at ROBINSON'S.

(122)

BRITISH AIRWAYS. PRESENT RULES FOR CIVILIAN FLYING.

BY MAJOR C. C. TURNER.

If the map issued by the Air Ministry, showing the aerial routes that are now open to civilian flying, be compared with the map of prohibited areas under the operation of pre-war Aerial Navigation Acts, a striking contrast will be seen. Before the war the whole of the United Kingdom could be flown over, with the exception of a number of areas, each of small extent. The contrast, however, could only be crossed at a few points. Under the new law the whole of the United Kingdom is prohibited area, except on the routes shown in the map; whilst aircraft arriving from overseas must land at one of four appointed aerodromes.

From time to time, no doubt, the aerial routes will be increased in number, and we are promised also improved facilities to suit coming developments. Meanwhile, it is understood that pleasure flying, such as that permitted during the Easter holidays, will continue, and inquiries among aviation companies elicited the information that passenger flying will be possible at all the principle pleasure resorts in the near future. One imagines that ordinary cross-country flying and ballooning will be permitted to only licensed pilots in properly inspected vehicles.

The map illustrates routes over which flying will be permitted. It does not follow that preparations are complete for the inauguration of services over these routes. As a matter of fact, the companies are not yet ready to avail themselves fully of the opportunities offered. For one thing, since the armistice aeroplane manufacture has been more or less making time; moreover, companies which have been trying to purchase Service machines from the Ministry have not yet found it possible to do much business. There are, however, exceptions; and already one firm—Handley Page, Ltd.—have appointed agents in the City who are prepared to accept passengers and freight for conveyance by aeroplane.

The map gives an impression of aircraft services in full operation, running regularly and punctually. But we must not forget that from that point of view the proof is yet to come. At first there will be disappointments, as well as agreeable surprises; but it will certainly be found that in a little while, as experience is amassed, and routine worked down to, that aircraft services will become as dependable as railways and steamship lines. Details of the regulations have yet to be issued, and aerial law, as it affects international traffic, will be published with the Treaty of Peace. Already many of the essential points are known, for the reports of the sub-committees of the International Aerial Commission have been issued. The precise conditions under which pilots are to be trained and licensed have yet to be decided. As regards inspection of machines, it is understood that, although for Easter holiday flying this was carried out by Air Ministry officials, it will in future be left to inspectors appointed by the firms concerned, these inspectors, of course, being approved by the Ministry.

The Air Ministry have been well advised in limiting at first the number of aerial routes. It is obviously necessary to feel the way. That there will be attempts to evade the law may be confidently expected. The limitation of the routes will enable the authorities more easily to supervise traffic. There are two important dangers; one, that of the migration of very undesirable aliens, the other that of the smuggling of dutiable goods.

PARACHUTE SMUGGLING. Aircraft crossing the coast at any point not authorized will be immediately reported. It is difficult to believe that an aeroplane engaged in any form of illicit operation could not only cross the coast, but could land at an unauthorized aerodrome, without being noticed and discovered. Night offers no protection to the offender, for there is no such thing as complete silencing of the engine; and no landing can be made at night without very conspicuous lighting arrangements. It has been thought that dutiable goods might be dropped by parachute at pre-arranged spots. This, however, is scarcely likely in view of the fact that by day such an operation could be seen at a great distance, and by night it could not be done without signal lights. Moreover, a parachute may drift in almost any direction and to any distance; and to entrust valuable articles to this precarious vehicle would be folly of which even a criminal would scarcely be capable. That some sort of aerial police will ultimately prove necessary appears likely. They might be required for the rarer and more desperate cases, but, so far as can be foreseen, a well-organized system of look-outs and communications should make attempts to evade the law unprofitable. Heavy penalties for offences will, of course, be necessary.

Aircraft coming from abroad will have to be inspected at the appointed aerodrome, and in view of the fact that an aeroplane contains a large number of nooks and crannies eminently suitable for the secretion of small, valuable, dutiable articles, the work of examination is likely to prove arduous.

TWENTY-FIVE THOUSAND!

There is something rather appalling in the semi-official announcement that what are called the "Peace Honours," which are to be announced on June 3rd, for the King's Birthday, will run to 25,000 names. I hardly imagined that there could be so many people who have escaped inclusion in the long lists of the war period, and it does not seem that the very general protests against the continual outflow from the fountain have penetrated as yet into the highest official circles. Perhaps, however, the best thing to do is to hope that this tremendous rush will be the last, and that when all the 25,000 have been duly decorated we shall return to a normal state of affairs, so that in the next generation there may be an appreciable proportion of the population which recognizes the distinction of being decorated, even for good work. (Westminster Gazette).

TRADE REPORT. EXPORTS.

TIN. Owing to the lifting of the American embargo, prices have hardened a good deal during the last 48 hours. Closing quotations are: 60 per cent. at \$80; 80 per cent. at \$81; 90 per cent. at \$77.

"Siam Cassia" is slightly easier and the 4 10 1 assortment can now be had at \$58 per picul.

WOOD OIL. There is a small stock and the market is strong. Quotations are: No. 1 at \$20; No. 2 at \$22.

TEA OIL. There is a fair enquiry. The closing rate is \$24, and the market is likely to go higher.

GALVANIZED IRON. There has been done at \$5 for No. 1 quality.

CASSIA OIL. There is a fair enquiry, and a small stock. Quotations: 80/85 per cent. c.a. \$23; 75/80 per cent. c.a. \$20; and 70/75 per cent. c.a. \$19.

ASIAN OIL. 15 deg. Some business is reported at \$15.

CARROT CASSIA. There is a good demand and selected "Bundled" is wanted at \$14 to \$14.50 per picul.

FRUITS. Shelled at \$11.25; Shelled 30-32's at \$13.50; 32-34's at \$15; 34-36's at \$14.00; 36-38's at \$14.50; and 38-40's at \$14. A very fair business has been done and prices will probably rule higher.

LARD. There is a strong demand. "Old tins" have been done at \$4 and "New tins" at \$4.75. Prices will have to go higher yet, as the demand from Europe and South America has not by any means been satisfied.

RICE. Local prices have continued to advance steadily, but no fresh business of any importance has been recorded during the past week. We quote as follows:

Siam garden at \$16 (nominal).
Siam straight at \$16 (small stock).
Siam usual at \$14.
Siam round at \$13.50.
Siam long at \$12.50.

THE DANGER OF DEMONSTRATIONS.

STRONG COMMENTS AT A
SHANGHAI INQUEST.

Strong remarks were made by Mr. Grant Jones, British Assessor, in a rider to the verdict which was returned on June 16th at an inquest into the circumstances attending the death of a Chinese, who died from the effects of a bullet wound in the head, inflicted by an officer of Police in the suppression of a civil commotion in Shantung Road, Shanghai.

The Assessor: I deem it my duty to add that, in my opinion, the police of all ranks behaved, on this occasion with great patience and fortitude; that the action of Chief Inspector Vaughan was entirely justified and probably prevented a more dangerous outbreak of this kind, and apparently anti-foreign, ferocity. And I trust that this and other unfortunate incidents will serve as a warning to all classes of the community of the dangers that lurk in such demonstrations as we have recently witnessed. For such occasions are invariably utilized by the lawless elements of our streets and also to the political leaders of every description who instigate these "settlements" to further their own nefarious ends, with the inevitable result of the effusion of blood.

Magistrate Kuan. I agree with the learned Assessor.

COTTON AND YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, in their report, dated Hongkong, June 20th, states:

Since our last report on the 23rd ult., a very lively activity has been shown by buyers during the whole interval of over three weeks. This has substantially improved prices and has resulted in a handsome business of 10,000 bales at an advance of \$8 to \$13 per bale.

The news of the continued rise in the price of yarn in India and the big fall in rupee exchange have also strengthened our market, and sellers are firmly holding their stock in the expectation of still better rates. At the close our market is decidedly steady.

Unsold stocks, 3,000 bales; uncleared, 23,000 bales.

ARRIVALS.—Extra strs. Tosari Maru, Akiyama, Chuanang and Tenkichi Maru, from Bombay, have brought in altogether 9,583 bales for Hongkong.

SHANGHAI reports a very healthy tone and good business during the interval with a steady rise in rates all round.

JAPANESE YARN.—Owing to very high prices of yarn in Japan, a moderate business has passed at the following quotations: Nagasaki No. 20s, at \$28; 3 Horses No. 16s, at \$27; 3 Horses No. 20s, at \$28; 2,000 bales of Yellow Joss No. 20s, at \$28; 2,000 bales of Blue Fish No. 20s, at \$28.

RAW COTTON.—There is no stock. Quotation:—Bengal at \$47 to \$51; Chinese at \$40 to \$54 per picul.

SUMMONS SERVED IN AN AEROPLANE.

What is probably the first case of a summons being served in an aeroplane was reported to the Kingston-on-Thames magistrates. Major Colin Cooper, R.A.F., who was summoned for exceeding the motor-car speed-limit and driving without a licence, wrote apologising for not attending. "The policeman delivered the summons to me in an aeroplane," ran his letter, "and when I took it up with me it blew out, therefore I did not know the date on which to appear." The defendant was fined.

EMPIRE REVUE COMPANY. FORTHCOMING VISIT TO THEATRE ROYAL.

The Empire Revue Company, which is due at the Theatre Royal in a few days time, originally set out from South Africa, after having extensively toured that country, and has touched India, Rangoon and the Straits on its way to the Far East.

The opening performance in Hongkong takes place on Thursday evening next, when a "colossal Vaudeville Banquet" will be presented. In this performance, each individual member of the Company will be seen in his or her particular vaudeville speciality, and we are promised a rare treat.

George Ross, who besides being writer and producer of the various revues staged by the Company, is also a comedian and an excellent actor, has been described as the "one-man-music-hall" as he is a host in himself and is capable of keeping an audience amused for hours with his exceptionally versatile talent.

Miss Edith Hyland, a mezzo soprano, has received ovations from audiences in Shanghai and North China. This young lady is said to possess a most charming stage presence which at once establishes her as a favourite with her listeners.

Many other talented artists appear in "The Vaudeville Banquet," among whom may be mentioned Bertie and Benson, in their exceedingly clever juggling performance of "foolishness"; Hal, the Australian juggling juggler, a feature of whose number is the introduction of the most humorous patter; Alma Waite and Benny Chorus, in song and dance; Hugo Graham, Dorothy Sutton and Company in a "variety" number; a modern one-act tragedy, Billy and Doris Harley, in their specialty dancing and singing number, Dorothy Sutton and her "Merry Widows," Waite and "C." (That's all) and Dainty Doris, a charming soubrette and dancer.

The Company is one which should please local theatre-goers, and booking promises to be exceedingly brisk at Montreux for the short season during which the Company will appear here.

The Vaudeville Banquet will be presented on Thursday and Friday nights and will be followed by a series of the latest Revue successes, including "The Follies," "Oh Baby" and "Let's Go."

CANTON NEWS.

CANTON, June 22nd.

THE CIVIL GOVERNORSHIP. After his resignation the Civil Governor, Chak Wong, went to Hongkong. The seal and documents of the office were handed to the Tschun. The Directors of the Military Government decided that Chak's successor should be appointed by votes. Commander Li Kan-yuen, of the Yunnanese troops, obtained the highest number of votes, and will accordingly become Civil Governor.

MILITARY AFFAIRS. Commander Lam-fu, the Defence Commissioner of Shuihing, has decided to set out on a tour of inspection in order to study the causes of the unrest prevailing. Lam has purchased a motor-boat which is to be armed with a machine-gun.

A message states that the Shuihing troops in the Sun Hing district are fighting with the Kwangsi troops.

PEKING CABLE NEWS.

It is stated that the members of the On Fook Association have agreed to support the formation of the new Cabinet by Chow Shu-mo, with the Cabinet Ministers to be elected by them.

The Peking Government has decided to recognise the Omsk Government of Russia. Wu Tai-tak has been appointed Minister to Japan.

BISMARCK'S METHOD OF MAKING PEACE.

STRIKING REMINDER FROM M.
HARDEN.

Maximilian Harden, in a recent number of *Die Zukunft*, recalls the behaviour of Bismarck in 1871 and the heavy yoke that Bismarck placed on France in connection with the present situation and the tactics of the German political leaders.

In 1871, at the time of the peace negotiations, "Jules Favre, annoyed, slightly raised his voice. Bismarck began to speak in German, although he was perfectly aware that Favre did not know a word of German. When wonder was manifested at his behavior, the Chancellor declared that there was no need for him to behave more politely than the French plenipotentiaries did. When asked what attitude Germany would adopt in case of a French refusal to sign the treaty, Bismarck replied:—

"We will continue to occupy the forts. The armistice is not likely to be prolonged, and in any case we will lock up Paris more tightly than before. Our measures will prove efficient when the French feel the pangs of hunger; in the meantime, we will ask for their arms and their guns. Let them cry if they like, they would at last realize now, rich as they are, to make formidable threats, which it is impossible to carry out, to a victorious enemy."

In 1919, the situation is the same for the Germans, and the Iron Chancellor would think that we are threatening too much. From the beginning the Weimar Assembly has declared that our opponents adopted an impudent attitude.

Herr Dernburg recently made threats again in the *Tagblatt*. He also said, according to the formula of Karel, that if Germany does not obtain the peace she has a right to, she will open her gates wide to Bolshevism. For the present, let us be content, if the honourable Deputy opens wide to us the gates of the splendid villa he possesses at Grunewald.

NANNING NOTES.

[FROM OUR OWN CORRESPONDENT.]

June 18th.

BANDITS BUSY.

Alarming reports of the prevalence of robbers continually come to hand. There are many different bands, varying in size from a few dozen to several hundreds, and they have paid their unwelcome visits to Lung On, Cheng Sai, and Chung To Len. At Lung On they are said to possess smokeless powder. They carried away about twenty women.

FINANCES OF KWANGSI.

A few days ago the Provincial Governor, Lei Cheng Sheng, issued a statement about the financial position of the province, from which it appears that the army maintained in Hunan to fight against the Northerners is costing about \$300,000 a month; that the soldiers maintained throughout the whole province of Kwangsi cost about \$3,000,000 a year; and that the expenses of the Civil Governor's *yamen* amount to over \$1,000,000 a year. On the credit side the annual revenue of the province is a little more than \$5,000,000. There is, therefore, every year a serious deficit which cannot be met indefinitely by issuing paper money.

(The inference is that this has been done hitherto). The Civil Governor wished to economise by having fewer soldiers and by reducing the staff in the *yamen*, and curtailing similar expenses. A beginning in the latter direction has been made by the dismissal of about thirty underlings from the *yamen*. The difficulty about the former is that discharged soldiers usually become robbers, and so add to the troubles of this distracted country. The above statement was made by the Civil Governor after consultation with Generals Luk Wing-ting and Tam Ho-ming.

VISIT OF H.M.S. "SANDPIPER." On the 11th inst. the British gunboat Sandpiper arrived at Nanning where she will stay for a few days before going on to Lungchow. The journey from Wuchow was a slow one, not unattended by danger in negotiating the rocky rapids, which the water is not yet sufficiently high to cover completely. It is said that H.M.S. *Monarch* is coming, but is waiting for the water in the river to rise. Owing to heavy rain yesterday and the day before, there has been a rise of 7ft. or 8ft. so we may hope to see the *Monarch* before long.

OPIMUM ROBBERIES. There have been several cases lately of smuggled opium being stolen by force from the carriers. In one case more than a thousand ounces, and in another case over a hundred ounces, were brought from Foseh and safely landed in Nanning, concealed in wine jars, but before the bearers of it had gone far along the street they were set upon by men dressed in soldiers' uniforms who seized the drug. Though this happened in broad daylight, no one dared to interfere, partly because the soldiers are regarded as privileged and partly because the opium is illicit traffic.

BUSINESS CONDITIONS BAD. During these last two months business in Nanning has been very bad, and is now only about one-third of what it was formerly. This is partly due to the long drought, which has prevented the farmers from having any money to spend, and partly to the boycott of Japanese goods. Many traders had large stocks of these goods which they now have to store away out of sight.

PUBLIC GRANARIES OPENED. The Yee Ts'ong, supported by public subscriptions for storing rice when it is cheap in order to sell it in times of dearth, is now open and is selling its stocks at \$2.75 per picul. As the shops are charging \$7.80 this is a great help to the poor, but the rice has deteriorated by having been kept for three years or more.

At Shui Luk the price of rice has gone up to \$15 per picul, and many poor people are eating grass and the bark of trees as a substitute for rice.

BOYCOTT OF JAPANESE GOODS. This afternoon the largest theatre in Nanning was crowded with an enthusiastic gathering of students from all the schools in the city to listen to stirring speeches from the Taoyin and others exhorting them to do all in their power to spread the boycott and encourage home industries. A number of self-sacrificing resolutions were passed, such as to abstain from wearing any more leather boots or foreign clothes and to revert to the old style cloth shoes and oiled-paper umbrellas. Between 3,000 and 4,000 persons, mostly students, were present at the meeting which began at 12 o'clock and continued till close on 4 p.m. Nearly twenty speakers addressed the gathering.

FOOTBALL. Undoubtedly the best the sailors of H.M.S. *Sandpiper* met the students of the Normal School this afternoon, in a football match arranged by the Postal Commissioner, Mr. T. N. Manner. Unfortunately, half the ground was covered with water an inch or two deep. The Englishmen suffered the disadvantage of having to play in their topees, or other headgear, to avoid the risk of sunstroke. In the first-half, there was no scoring, though the sailors were pressing the school goal most of the time. After half-time play was mostly on the dry half of the ground and the sailors scored one goal, thus winning the match. As the *Sandpiper* could not field a full team, one or two local foreigners assisted them. It is hoped to arrange a similar match when the *Monarch* arrives.

HONGKONG LEGISLATIVE COUNCIL

BILL TO PREVENT ENEMY PROPAGANDA IN THE EMPIRE.

A meeting of the Legislative Council was held in the Council Chamber on Saturday, at 12.30 p.m. There were present:

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT (Hon. Mr. CLAUD SEVERN, C.M.G.).

HIS EXCELLENCY MAJOR-GENERAL F. VENTRIS (General Officer Commanding Troops in China).

Hon. Mr. A. G. M. FLETCHER, C.B.E. (Colonial Secretary).

Hon. Mr. H. E. POLLOCK (Attorney-General).

Hon. Mr. C. McLENNAN, O.B.E. (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. R. HALLIFAX, O.B.E. (Secretary for Chinese Affairs).

Hon. Mr. E. D. C. WOLKE (Captain-Superintendent of Police).

Hon. Mr. LUC CHU PAK.

Hon. Mr. HO FOK.

Hon. Mr. S. H. DODWELL.

Hon. Mr. C. G. ALABASTER, O.B.E.

Hon. Mr. E. V. D. PARK.

MR. A. D. BALL, Clerk of Councils.

READING WITH THE ENEMY AMENDMENT ORDINANCE, 1910.

The ATTORNEY-GENERAL I beg to move the first reading of a Bill intituled, "An Ordinance to amend further the Trading with the Enemy Ordinance, 1914-1916."

As hon. members are aware, it is proposed to carry the Bill through all its stages at this meeting and I shall presently move that the Standing Orders be suspended.

In view of the course I propose to adopt it may be as well if I explain now the objects and reasons of the Bill.

These objects and reasons are sufficiently set out in the "Objects and Reasons" printed at the foot of the Bill and which hon. members have before them.

The object of this Bill is to carry out the general intention, which is designed to take effect throughout the British Empire, of putting an end in the British Empire to enemy Missions or Missions which (though nominally neutral) are of enemy association, and which have been used for political propagandist purposes against the interests of Great Britain and her Allies.

This Bill enables the Governor to vest the property real or personal of such Missions in the Custodian under the Trading with the Enemy Ordinances, which carries with it, under the full form of vesting order, authorised by this Ordinance, the right for the Custodian to sell and dispose of the property of such Missions to any purchaser and to give a good and valid title thereto.

In addition to this, it will be noticed that certain words are inserted at the end of the Bill, which were suggested to me by my hon. friend who represents the Justices of the Peace, which run as follows:—

"Including the power to execute, vary or determine any trust affecting the whole or any part of such property."

The result of that will be the Custodian will have power, if thought fit, to either execute the trust at present affecting the property or to vary or determine the same. I mentioned this clause to the Land Officer and examined some of the deeds affecting these Missions in the Land Office. The Land Officer considers these words are apt for the purpose aimed at. While we want to have power in appropriate cases to vary or determine the Trust, I think I ought to inform the Council that, as a matter of fact, so far as beneficent activities are concerned they have been carried on for some months past by other bodies in this Colony, such as the Church Missionary Society and the French Missions, and it is the general intention of the Government that the charitable and beneficent activities which were formerly carried on by these Missions for the benefit of Chinese and others in this Colony should be continued. I do not think I need say any more. With these observations I beg to move the first reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

The ATTORNEY-GENERAL moved the suspension of the Standing Orders in order to enable the Bill to be passed through all its stages at one meeting.

The COLONIAL SECRETARY seconded, and this course was agreed to.

The ATTORNEY-GENERAL then moved the second reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a second time.

The COLONIAL SECRETARY then moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a third time.

The COLONIAL SECRETARY then moved the fourth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a fourth time.

The COLONIAL SECRETARY then moved the fifth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a fifth time.

The COLONIAL SECRETARY then moved the sixth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a sixth time.

The COLONIAL SECRETARY then moved the seventh reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a seventh time.

The COLONIAL SECRETARY then moved the eighth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read an eighth time.

The COLONIAL SECRETARY then moved the ninth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a ninth time.

The COLONIAL SECRETARY then moved the tenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a tenth time.

The COLONIAL SECRETARY then moved the eleventh reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read an eleventh time.

The COLONIAL SECRETARY then moved the twelfth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a twelfth time.

The COLONIAL SECRETARY then moved the thirteenth reading of the Bill.

SPORT

LAWN TENNIS

C.R.C. (A) v. QUEEN'S COLLEGE.

This match in the Hongkong Tennis League was played at Causeway Bay and resulted in a win for the C.R.C. team by 67 to 42 games. Scores:—

Wong Po Kung and Chou Man Ping lost to Rumjahn and Yvanovich, 5-6; beat Kay and Forster, 7-4; beat Crook and Ismail, 7-4.

Wong Po Kung and Lo Man Pan beat Rumjahn and Yvanovich, 7-4; beat Kay and Forster, 7-4; beat Crook and Ismail, 7-4.

Yew Man Tsun and Hung Man To lost to Rumjahn and Yvanovich, 4-7; beat Kay and Forster, 7-4; beat Crook and Ismail, 7-4.

C.R.C. (B) v. ST. JOHN'S COLLEGE, R.C.A.

This match in the Hongkong Junior Tennis League was played at Causeway Bay on Saturday, and resulted in a win for the C.R.C. team by 66 games to 33. Scores:—

Geo. Lee and K. J. San beat C.S.M. Pragnell and Gr. Sandell, 11-0; lost to C.Q.S.M. Talfourd and Sgt. Davis, 5-6; beat Br. Amy and Lee-Corpl. Kirby, 8-3.

Mok Hing Kiu and Yn Hew Fan beat C.S.M. Pragnell and Gr. Sandell, 9-2; beat C.Q.M.S. Talfourd and Sgt. Davis, 7-4; beat Br. Amy and Lee-Corpl. Kirby, 6-5.

C. F. Lee and J. A. Lam beat C.S.M. Pragnell and Gr. Sandell, 9-2; lost to C.Q.M.S. Talfourd and Sgt. Davis, 5-6; beat Br. Amy and Lee-Corpl. Kirby, 6-5.

R.A.O.C. v. ST. JOHN'S COLLEGE, R.C.A.

The Royal Army Ordnance Corps met the 88th Co. R.G.A. "B" team in the Garrison Tennis League on Friday, and after some interesting tennis, won the match by 41 to 39 games. The contest at one time looked a fairly easy thing for the gunners, but Taylor and Moss went down heavily to Bunde and Harding. This pair were in particularly good form, and winning the last game by 8-1, won the match for their side. Scores:—

S. Sgt. Gibbons and S. Sgt. Eoughan lost to Sgt. Haskings and Gr. Baines, 3-6; lost to Corpl. Taylor and Gr. Horsfall, 4-5.

Capt. Bunde and S. Cdr. Harding beat Sgt. Haskings and Gr. Baines, 7-2; beat Corpl. Taylor and Gr. Moss, 8-1; beat Gr. Sandell and Gr. Horsfall, 3-4.

Capt. Mann and S. Sgt. Prior beat Sgt. Haskings and Gr. Baines, 6-3; lost to Corpl. Taylor and Gr. Moss, 2-7; beat Gr. Sandell and Gr. Horsfall, 5-4.

Hon. Mr. C. G. ALABASTER I hope this Bill means that it will be part of the post-war policy, not merely of this Colony but of the whole Empire to frustrate the establishment within our business of any Mission or Association or Institution, controlled or directed by persons, whose race has produced that vain culture which can only be likened to the culture of disease. The Empire has had to reap the crop of sedition which we now know only too well was largely sown and fertilised by the people who posed as Ministers of God, and although the peace terms, if they are signed, may suffice to prevent a recurrence of open warfare, although they may manacle the mailed fist, they will not prevent that feeling of hatred in the German mind which the war has engendered and which is consummated by the great defeat they have suffered. We can only prevent the dangers arising from that feeling of hatred—the insidious policy of propaganda and mind poisoning which we must expect them to undertake—by adopting a policy based on the utmost vigilance and distrust.

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT—With regard to what the hon. member who represents the Justices of the Peace has said, I may say that the Government, through the debates which have taken place in this Council during the course of the war, is in no sort of doubt as to the feeling of our country with regard to this return of our enemies here, or of their starting any business again or institutions of various kinds. The Secretary of State is in full possession of this Colony, and even at the present time the subject of allowing the missionaries of those countries who have been our enemies to enter the Colony again is under discussion. It is hoped that the result, from our own point of view, will be entirely satisfactory.

The Bill was then read a second time. Council went into Committee to consider the Bill clause by clause.

The Bill passed through Committee without amendment and, upon Council resuming, the ATTORNEY-GENERAL moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time.

The COLONIAL SECRETARY then moved the fourth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a fourth time.

The COLONIAL SECRETARY then moved the fifth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a fifth time.

The COLONIAL SECRETARY then moved the sixth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a sixth time.

The COLONIAL SECRETARY then moved the seventh reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a seventh time.

The COLONIAL SECRETARY then moved the eighth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read an eighth time.

The COLONIAL SECRETARY then moved the ninth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a ninth time.

The COLONIAL SECRETARY then moved the tenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a tenth time.

The COLONIAL SECRETARY then moved the eleventh reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read an eleventh time.

The COLONIAL SECRETARY then moved the twelfth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a twelfth time.

The COLONIAL SECRETARY then moved the thirteenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a thirteenth time.

The COLONIAL SECRETARY then moved the fourteenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a fourteenth time.

The COLONIAL SECRETARY then moved the fifteenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a fifteenth time.

The COLONIAL SECRETARY then moved the sixteenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a sixteenth time.

The COLONIAL SECRETARY then moved the seventeenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a seventeenth time.

The COLONIAL SECRETARY then moved the eighteenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read an eighteenth time.

The COLONIAL SECRETARY then moved the nineteenth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a nineteenth time.

The COLONIAL SECRETARY then moved the twentieth reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a twentieth time.

VICTORIA RECREATION CLUB

SATURDAY NIGHT'S SUCCESSFUL FETE.

The organizers of the night fete at the Victoria Recreation Club, on Saturday, must feel gratified at the success which attended their efforts. It will be welcome news to many that the V.R.C. intend to hold a series of such fets during the summer.

On Saturday night, there was a large gathering including H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.), the Chief Justice (Sir William Rees Davies, K.C.), Mr. Justice C. D. Melbourne, Capt. Hopcroft, and Mr. P.P.J. Wodehouse, C.I.E. to witness the well-contested swimming competitions, which took place in the Club bath. The premises were suitably decorated for the occasion with flags of the Allied Nations, and comfortable seating accommodation was provided for the visitors. An orchestra rendered pleasing selections of music which helped to enliven the proceedings.

There were ten aquatic events, including items for the Army and Navy, the ladies, the girls, and the boys. All the items were keenly contested but it was remarked that the handicapping left room for improvement.

The programme opened with a two-lengths handicap race for which there were eighteen competitors. The winners of the heats were M. A. Carvalho, R. Tatham, D. Lyon, E. Sousa, G. Hall and A. Logan. The final was won by G. A. V. Hall by one-fifth of a second. D. Lyon, a young swimmer of whom more is likely to be heard in the near future, was second.

It was a pity that the Services, did not turn out in full force. There were only three competitors, all of them army men, and, consequently, much of the interest in the event was lost. Sergeant White (R.E.) Sergeant Strange (R.A.M.C.) and C.Q.M.S. Smith (Manchester) entered, and Smith won in the very good time of 33 seconds. The race was an excellent one. White, who is regarded as the best swimmer in the Garrison, gave 3 seconds start to Smith, who used the trudgen stroke and finished a length ahead of White. In passing, it may be mentioned that Smith has organised several bathing parties, and has assisted to a considerable extent in creating an interest in swimming among his comrades.

The two lengths Ladies' handicap was won by Mrs. F. Braga, while Miss B. Jennings, who had a handicap of 20 seconds, secured second place.

The running header from the spring board was an interesting item, and was won by G. A. V. Hall. Miss J. Walker was first in the girls' race, and A. F. B. Silva-Netto led the race for boys.

The Ladies' Nomination attracted nearly twenty entrants and furnished much amusement. The competitors had to swim over a hurdle, dive for an object, and return over the same hurdle to the spring-post. A Logan (nominated by Miss S. Velli) came in first and M. A. Carvalho (nominated by Miss Carvalho) second.

Four teams entered for the two-lengths team race, when went to J. C. Finch's team after a very close and exciting struggle.

At the request of His Excellency, G. Hall, A. Logan, J. Stewart, F. Finch, and F. R. Fereh gave an exhibition of high diving which was greatly admired.

The diving was graceful and the recovery good, but there was at times a little too much splashing. A little diversion was created by a black spaniel, which was an interested spectator, being unable to resist the temptation to show its own prowess in the water. It jumped into the pool, turning a complete somersault in doing so, and swam about for a couple of minutes until the "bath boy" unceremoniously fished it out with a boat-hook.

The night's entertainment concluded with a water polo match between teams representing Blue and White. In the first half the Blues had the game all their own way, scoring four goals to nil. The second half, however, was more interesting, and, when the final whistle blew, the sides were equal with six goals each. The match will be re-played later.

The prizes were presented by Mrs. D. Gow, who was thanked by Mr. R. A. B. Mitchell, the Hon. Secretary.

The following were the detailed results:—

Two lengths Handicap (final).—1, G. A. V. Hall; 2, D. Lyon.

Army and Navy Race.—1, C.Q.M.S. Smith; 2, Sgt. Strange.

Two lengths Handicap (ladies).—1, Mrs. F. Braga; 2, Miss B. Jennings.

Running Header from Springboard.—1, G. A. V. Hall; 2, A. Logan.

Two lengths Handicap (girls).—1, Miss J. Walker; 2, Miss R. Young.

Two lengths Handicap (boys).—1, A. F. B. Silva-Netto; 2, A. Botelho.

Ladies' Nomination.—1, A. Logan; 2, M. A. Carvalho.

Two lengths team race.—1, J. C. Finch (capt.), L. M. Franco, S. A. Marcal, G. A. V. Hall; 2, H. Tatum (capt.), D. Logan, J. R. Soares, A. W. da Rosa.

Water-Polo.—Teams: Blue—J. Stewart (capt.), R. C. Wicheh, A. S. Ellis, F. M. Franco, Jr., R. Tatum, G. A. V. Hall, and W. B. Muskett; White—J. C. Finch (capt.), A. Logan, D. Lyon, L. M. Franco, M. A. Carvalho, J. R. Soares, and S. A. Marcal.

The following were the officials:—President, H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.); Judges: Mr. A. Silva-Netto, Mr. T. Meek, Mr. A. V. Barros, Mr. A. A. Alves, and Mr. A. S. Ellis.

Starters: Mr. A. E. S. Alves and Mr. A. H. Carroll. Time-keepers: Mr. T. Meek, Mr. A. A. Alves and Mr. J. Lyon. Mr. R. H. B. Mitchell (Actg. Hon. Secretary).

CORONATION DAY.

SERMON AT THE CATHEDRAL.

The following sermon was preached at the Cathedral on Sunday morning by Rev. E. Martin, M.A., on the text: "Fear God, honour the King."

This morning we recall that Coronation Day eight years ago when we watched King George V. with his royal consort passing down Constitution Hill on their way to be crowned at Westminster Abbey.

Somewhat wistfully our thoughts turned back to King Edward VII., and now what of his son? Our first impression of the new monarch was that true dignity which we have since learned to expect of him on all occasions of national importance.

With this royal grace we have come to associate the energy and human sympathy which characterise all the actions of our gracious King. His interest in every branch of our national efforts in the Great War has been tireless and unceasing, while the personal sympathy extended to innumerable bereaved families has won our Royal House an affection such as few peoples have ever bestowed on any ruler.

We do well to recall our thoughts of a year ago, and to rejoice with our sovereign in the position we find our British Empire to-day. In June last year the enemy were again across the Marne, Paris was in danger, the Channel Ports were threatened. We were checked, halted, driven back. Disaster seemed to stare us in the face. Yet to-day we behold Germany utterly defeated, and that, finally, by British blows. Politically among the nations no country has ever been so discredited and despised. The people themselves have revolted against militarism; the Kaiser and his relatives have abdicated; and we see a defeated nation endeavouring to be dignified as it receives just and humiliating terms from its Allied victors.

To-day's anniversary must be one of gladness and rejoicing for King and people alike. And yet we cannot be vindictive or vainglorious, for it is neither British nor Christian to brag and boast. Rather, like Marshal Foch when first congratulated on his amazing victory, we say: "Von nicht, Dumme," just as when, being greeted by the cities of Alsace and thanked as their deliverer, he pointed heavenwards with the words: "Do not thank me, thank Him." So far, then, as history is showing more and more the significance of Britain's part in the victory let us realise that it is God assigning to her once again the part of foremost custodian of truth, justice, progress, freedom and peace for humanity.

In view of this responsibility it should be our task, first of all, to pull together in the days of peace as we have been doing throughout the war. Hong Kong, like every other part of our Empire, has shown signal examples of loyalty and self-sacrifice: loyalty in following a king and sacrifice in the sinking of private opinion to support the will of the majority. Never has a united front been more necessary in our Colony than to-day if we are to advance and progress as our vocation demands. A united public mind in favour of honesty, sobriety and friendliness can alone secure us a clean social life and uphold the prestige of our country among surrounding peoples. A loyal support of British institutions would be a happy innovation in the conversation of the Colony, when our ships, our local government, our Allies, our Church might be spoken of with commendation or even sorrow rather than mere captious criticism or condemnation. In particular, our Church and Religion demands to her personal support as the aid given to enable us to put our ideals into practical effect. Indeed, the only sure method of retaining our ideals is by constantly throwing open the windows of our hearts and minds towards those shining peaks of duty and self-sacrifice which stand in the very City of God Himself. Some time ago a correspondent ventured to ask King George if the statement were true that he read the Bible daily. His Majesty replied: "More than thirty years ago I promised my mother that I would read a chapter of the Bible each day, and I still adhere to this practice." By prayer and by watchfulness may we all escape selfishness, and serve as loyal citizens in a united Empire.

At the request of His Excellency, G. Hall, A. Logan, J. Stewart, F. Finch, and F. R. Fereh gave an exhibition of high diving which was greatly admired.

The diving was graceful and the recovery good, but there was at times a little too much splashing. A little diversion was created by a black spaniel, which was an interested spectator, being unable to resist the temptation to show its own prowess in the water. It jumped into the pool, turning a complete somersault in doing so, and swam about for a couple of minutes until the "bath boy" unceremoniously fished it out with a boat-hook.

The night's entertainment concluded with a water polo match between teams representing Blue and White. In the first half the Blues had the game all their own way, scoring four goals to nil. The second half, however, was more interesting, and, when the final whistle blew, the sides were equal with six goals each. The match will be re-played later.

The prizes were presented by Mrs. D. Gow, who was thanked by Mr. R. A. B. Mitchell, the Hon. Secretary.

The following were the detailed results:—

Two lengths Handicap (final).—1, G. A. V. Hall; 2, D. Lyon.

Army and Navy Race.—1, C.Q.M.S. Smith; 2, Sgt. Strange.

Two lengths Handicap (ladies).—1, Mrs. F. Braga; 2, Miss B. Jennings.

Running Header from Springboard.—1, G. A. V. Hall; 2, A. Logan.

Two lengths Handicap (girls).—1, Miss J. Walker; 2, Miss R. Young.

Two lengths Handicap (boys).—1, A. F. B. Silva-Netto; 2, A. Botelho.

Ladies' Nomination.—1, A. Logan; 2, M. A. Carvalho.

Two lengths team race.—1, J. C. Finch (capt.), L. M. Franco, S. A. Marcal, G. A. V. Hall; 2, H. Tatum (capt.), D. Logan, J. R. Soares, A. W. da Rosa.

Water-Polo.—Teams: Blue—J. Stewart (capt.), R. C. Wicheh, A. S. Ellis, F. M. Franco, Jr., R. Tatum, G. A. V. Hall, and W. B. Muskett; White—J. C. Finch (capt.), A. Logan, D. Lyon, L. M. Franco, M. A. Carvalho, J. R. Soares, and S. A. Marcal.

The following were the officials:—President, H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.); Judges: Mr. A. Silva-Netto, Mr. T. Meek, Mr. A. V. Barros, Mr. A. A. Alves, and Mr. A. S. Ellis.

Starters: Mr. A. E. S. Alves and Mr. A. H. Carroll. Time-keepers: Mr. T. Meek, Mr. A. A. Alves and Mr. J. Lyon. Mr. R. H. B. Mitchell (Actg. Hon. Secretary).

At the request of His Excellency, G. Hall, A. Logan, J. Stewart, F. Finch, and F. R. Fereh gave an exhibition of high diving which was greatly admired.

The diving was graceful and the recovery good, but there was at times a little too much splashing. A little diversion was created by a black spaniel, which was an interested spectator, being unable to resist the temptation to show its own prowess in the water. It jumped into the pool, turning a complete somersault in doing so, and swam about for a couple of minutes until the "bath boy" unceremoniously fished it out with a boat-hook.

The night's entertainment concluded with a water polo match between teams representing Blue and White. In the first half the Blues had the game all their own way, scoring four goals to nil. The second half, however, was more interesting, and, when the final whistle blew, the sides were equal with six goals each. The match will be re-played later.

The prizes were presented by Mrs. D. Gow, who was thanked by Mr. R. A. B. Mitchell, the Hon. Secretary.

The following were the detailed results:—

Two lengths Handicap (final).—1, G. A. V. Hall; 2, D. Lyon.

Army and Navy Race.—1, C.Q.M.S. Smith; 2, Sgt. Strange.

Two lengths Handicap (ladies).—1, Mrs. F. Braga; 2, Miss B.

IF GERMANY REFUSES TO SIGN!

HOLLAND REFUSES TO CO-OPERATE IN RE-BLOCKADE OF GERMANY.

ALLIES "MUST MITIGATE" AUSTRIAN PEACE TERMS.

LORD ROBERT CECIL AND THE LEAGUE OF NATIONS.

BRITISH AIRMAN CROSSES THE ATLANTIC.

(THROUGH REUTER'S AGENCY.)

THE RE-BLOCKADE OF GERMANY.

DUTCH GOVERNMENT REFUSES TO ACQUIESCE.

PARIS, June 15th.

The Dutch Government has announced its inability to acquiesce in the Allies' request to Holland to co-operate in the blockade of Germany, in the event of Germany's refusal to sign the Peace Treaty.

AUSTRIA'S "DEATH SENTENCE"

ALLIES MUST MITIGATE THE TERMS.

VIENNA, June 14th.

There have been Peace Treaty protest demonstrations throughout German-Austria. Particular objection is raised as regards the disposal of the Tyrol.

At a special "protest" session of the Lower Austrian Landtag, speakers declared that the Peace terms were absolutely impossible. The *Entente* must mitigate the conditions.

REPLY TO AUSTRIAN NOTE BEING DRAFTED.

LONDON, June 14th.

The Council of Four has begun the consideration of the Austrian Note and is drafting a reply.

The Council will also interview the Turkish representatives on June 17th.

GERMAN PEACE TERMS.

PUBLICATION OF PEACE DOCUMENTS.

LONDON, June 14th.

Reuter learns that the following dates of the publication of the peace documents may be expected, namely: Summary of the German Notes on the terms, on June 18th; the Allied reply, on June 17th; and the full Peace Treaty, on June 18th or 19th, or the earliest practicable date after that.

MARSHAL FOCH RECALLED TO PARIS.

PARIS, June 15th.

A Havas message says: Marshal Foch has just arrived at the Inter-Allied Field Headquarters at Luxembourg. He has been recalled to Paris by M. Clemenceau to attend the announcement by the Germans as to whether they intend to sign the Treaty or break the Armistice to-morrow.

GERMANY.

A REMARKABLE MONARCHIST DEMONSTRATION.

COPENHAGEN, June 15th.

A telegram from Berlin, dated June 15th, states that there was a remarkable Monarchist demonstration at Graudenz in West Prussia.

Volunteer troops marched to the monument of William the First, which was garlanded with bands played. The troops marched past the monument carrying Imperial flags and portraits of the ex-Kaiser.

OVERTHROW OF THE GOVERNMENT LIKELY.

Forwards states that the aim of the officers in East Prussia is to overthrow the Government. The first collision with the Poles will be the signal for a revolt.

ZEEBRUGGE.

PORT CEREMONIOUSLY RE-OPENED.

OSKRD, June 14th.

The port of Zeebrugge was ceremoniously re-opened this morning.

TRANS-ATLANTIC FLIGHT. VICKERS MACHINE LEAVES NEW FOUNDLAND.

ST. JOHN'S, June 14th.

The Vickers-Vimy Rolls-Royce machine, piloted by Captain Alcock, R.A.F., and navigated by Lieutenant Brown, began the trans-Atlantic flight at 4.15 p.m. (Greenwich time).

THE DEPARTURE FROM ST. JOHN'S.

ST. JOHN'S, June 14th.

The Vickers machine climbed slowly, owing to the heavy load she was carrying. She left the coast at a height of 1,000 feet, with the breeze behind her. She was out of sight in seven minutes.

The airman, before leaving, said they expected to make 140 miles an hour while the breeze field and hoped to land on the Irish Coast in eighteen hours.

SIX HOURS OUT: NO NEWS.

ST. JOHN'S, June 15th.

The Vickers machine has been six hours out. No news has been received.

LANDING ON GALWAY COAST.

LONDON, June 15th.

It is officially stated that the Vickers machine landed on the Coast of Galway at 9.40 o'clock this morning.

LANDING VERY DIFFICULT.

LONDON, June 15th.

The Air Ministry announces that the Vickers-Vimy machine arrived at Clifden, in Galway, shortly before ten this morning after a sixteen hours' flight.

The landing was very difficult owing to the bumpiness of the ground.

Capt. Alcock said that they were tired of being alone in the fog and drizzle. They sometimes discovered that they were flying upside down.

A wireless propeller blew off soon after they left St. John's, and they were much hampered by strong signals not intended for them.

Both airmen are well and in good spirits.

CAPT. ALCOCK INTERVIEWED.

LONDON, June 15th.

Capt. Alcock, interviewed, said that the exact time of the flight was 15 hours, 57 minutes. Though the wind was favourable, the weather was the worst imaginable, and they mostly flew between clouds and thick banks of fog.

They hardly saw the sky or the sea. They climbed to 11,000 feet without emerging from the clouds and descended to 300 feet, but the fog still was dense. They found that the speed indicator was not working, and the position became momentarily alarming.

Continuing, he said: "We did some comic stunts, such as looping the loop, and had no sense of the horizon. The weather was rough and bumpy, and the wind blowing hard right down to the water. The sleet froze the radiator shutters and the machine became covered with ice for four hours."

"The sleet chewed bits from our faces, but otherwise we did not suffer from cold or exhaustion. We drank coffee and ale, and ate sandwiches and chocolate. We had no idea of our whereabouts 11 hours before we saw land. We only used two-thirds of our petrol supply."

Capt. Alcock is of the opinion that the Trans-Atlantic flight should be done by a flying-boat.

The King heard the news when he was leaving church at Windsor, and immediately telegraphed his congratulations to Capt. Alcock.

THE AIRMEN CONGRATULATED.

LONDON, June 15th.

It is stated that Capt. Alcock hopes to fly to London to-morrow. Lt. Brown, who is travelling by train, is due at the Metropolis on Tuesday morning. Both are fatigued, but in the highest spirits.

The Vickers machine is said to be unable to rise, its present site being unsuitable.

Major-General Seely, General Trenchard, and Brigadier-General Sykes have sent their warmest congratulations to the airmen. General Trenchard telegraphed on behalf of the Air Council and the members of the Air Force.

CAPTAIN ALCOCK TRAINED BY A FRENCHMAN.

PARIS, June 16th.

A Havas message says: Captain Alcock, who has made the flight across the Atlantic, was trained by a Frenchman on a French machine.

He is only one of many pioneer airmen who owe a debt to France for their early training.

THE MENACE OF BOLSHIEVISM.

DESERTIONS FROM THE RED ARMY.

STOCKHOLM, June 14th.

A telegram from Petrograd states that the Commander in Chief and M. Trotsky are adopting drastic measures to cope with the wholesale desertions from the Red Army.

INCREASING POWER OF THE MAGYAR BOLSHIEVISTS.

LONDON, June 14th.

Reuter learns officially from a Czechoslovak source that when the Magyar Bolsheviks assumed power, they began a very vehement Bolshevik agitation in Slovakia and Transylvania, supplying arms and money to agents with a view to fomenting a revolt.

The Rumanians, with an incursion beyond the demarcation line. The Czechoslovaks, however, observed the line, in spite of continual attacks by the Magyars.

Subsequently, the Rumanians, at the request of the Allies, stopped their successful advance, which might have resulted in the capture of Budapest and the overthrow of Bolshevism. This enabled the Magyars to concentrate all their forces against the Czechs who had no intention of fighting the Magyars, and possessed weak and insufficient forces in Slovakia to defend the country, a considerable portion of which the Magyars occupied.

Thanks to the measures of the Czechoslovak Government, the Magyar advance appears to have been stopped.

The attacks, however, revealed the dangerous character of the Magyar Bolsheviks, who are feverishly organising great armies.

The fact that the Magyars attacked most vehemently in the north-eastern part of Slovakia proved their intention to break through into Ukraine and join the Russian Bolsheviks.

POLAND.

POCH SENDS AN ULTIMATUM TO GERMANY.

PARIS, June 14th.

A Havas message says: Germany having tried to prevent the Polish troops from passing through her territory, Marshal Poch has sent an ultimatum to her, with a view to preventing any interruption.

ALLIED MILITARY AID.

PARIS, June 15th.

A Havas message says: More than 70,000 men, 200 field pieces, 80 heavy guns and 150 tanks, provided with French equipment, have already been sent into Poland.

IRISH TROUBLES.

FAMOUS AGITATOR ARRESTED.

LONDON, June 14th.

Countess Markievicz has been arrested in Dublin.

Countess Markievicz was the only woman elected to the present Parliament, but, following the example of the other Sinn Féin, she has not taken her seat. She was elected member for St. Patrick's, getting 7,825 votes, while her opponents, Mr. W. Field (Nationalist) and Mr. J. Kelly (Independent Nationalist) obtained 3,752 and 312 votes respectively.

DUCHESS OF WESTMINSTER.

LODGES A DIVORCE PETITION.

LONDON, June 14th.

The Duchess of Westminster has lodged a petition for divorce. The Duke is defending the action.

THE VICTORY LOAN CAMPAIGN.

ENTHUSIASTIC RECEPTION BY THE COUNTRY.

LONDON, June 15th.

The "Victory Loan" campaign is being waged vigorously throughout the country. Hoardings are everywhere ablaze with posters. Banks are being decorated.

An educational campaign has been inaugurated, in the form of speeches by Members of Parliament everywhere. Open air talks on the "Loan" will be included in the educational campaign now proceeding.

"As an indication of the popularity of the Loan among all classes, it may be stated that the signal for a bombardment of the Banks by City firms, while the Post Office, through which applications for small amounts are being made, is already receiving an extraordinarily large number of applications."

The prospectus was cordially welcomed on the Stock Exchange, and although the price of some securities fell slightly in the face of the attractive aspects of the new loan, it is generally considered that the funding operation of the new issue will eventually have a favourable effect on other securities.

In view of the free spending by the Government during the war, great satisfaction is expressed that, apart from the deficit required to meet the estimated deficit for the current year, the proceeds of the new Loan will be entirely devoted to the liquidation of other forms of debt.

KING'S APPEAL TO THE PEOPLE.

LONDON, June 15th.

The King has issued an appeal to the nation in connection with the "Victory Loan." H.M. says: "Whereas throughout the war I have appealed to my people to unite for victory, I now urge them to another common effort in order to set peace upon a sure and sound basis. I ask them to co-operate in making the 'Victory Loan' a national success."

After years of conflict, peace is now, by the blessing of God, in prospect. The time of transition from war to peace is a time of great peril and danger. It is the duty of every citizen to do his utmost to ensure that the peace which we are about to win shall be a peace of justice and of lasting stability.

The security of my realm and the prosperity of my people can only be maintained if the fabric of both rest on solid foundations. To establish these foundations, the great 'Victory Loan' is now being launched, and once again I call on my people for their unstinted support.

It is thus that we who live may give to the world the peace which we have won, and it is thus that we may render ourselves faithful trustees of that future of peace and safety for which I earnestly pray.

PARIS LABOUR STRIKE.

CONFLICTING STATEMENTS.

PARIS, June 14th.

The strike agitation in the Paris district is decreasing. The situation is quiet. An early resumption of work is expected.

The Railwaysmen's Federation repudiated the Extremists' political agitation.

On the other hand, a grave crisis has arisen as regards the miners, who are resolved to commence a general strike on June 16th. Owing to dissatisfaction at the interpretation of the eight-hours' day in the Government Bill, they rejected the Labour Minister's offer to apply it before it is adopted by the Senate.

It is feared that the Inter-Union Trust, which is an enlarged form of the English Labour Triple Alliance, will call a sympathetic strike.

The Chamber passed a vote of confidence in the Government by 240 votes to 191, on the proposed interpellation regarding its measures in the event of a coal strike.

AN APPEAL TO THE WORKERS' PATRIOTISM.

PARIS, June 14th.

A beginning has been made in the settlement of the strikes. The petrol-refiners have met their employers and have agreed to resume.

M. Clemenceau conferred with the representatives of the transport workers and traffic companies, and appealed to their patriotism in the present grave juncture. The men decided to resume on Monday.

TRANSPORT STRIKE SETTLED: MINERS OBSTINATE.

PARIS, June 15th.

A Havas message says: The full service of train cars, trains, and subways is working again this morning, as the result of the settlement of the strike.

It seems certain that all French coal mines will be idle from to-day, Parliament having refused to accept an eight-hour day, without exception. The miners also want salaries ranging from 21 to 25 francs daily.

INDUSTRIAL UNREST IN GENOA.

BUSINESS AT A STANDSTILL.

ROME, June 14th.

Industrial unrest has led to demonstrations in Genoa. Hundreds have been arrested. Banks and business houses are closed. The trains are not running.

TROUBLE SPREADING.

ROME, June 14th.

The strike continues at Genoa, but there has been no disorder.

ESTHONIA.

OESEL NOT TO BE A BRITISH NAVAL BASE.

STOCKHOLM, June 15th.

The Estonian Legation denies that the Island of Oesel is to be a British naval base.

MUTINY AT KRASNAGORKA.

STOCKHOLM, June 16th.

An Estonian *communique* states that the garrison at Fort Krasnagorka have mutinied against the Bolsheviks.

The fort was captured by volunteer troops on June 14th.

THE AMERICAN SHIPPING BOARD.

TRANSFER OF STEAMERS TO FRANCE.

PARIS, June 14th.

The American Shipping Board has informed the French Government of its readiness to sanction the placing of an order for 50,000 tons of shipping, with the transfer of the flag, on behalf of the French Government and ship-owners.

Negotiations are proceeding for the release of 200,000 tons of shipping which the United States requisitioned last year, ten months after the French had placed their orders.

THE LEAGUE OF NATIONS.

AMERICAN DEMOCRATIC SENATORS' ACTION.

WASHINGTON, June 14th.

A conference of Democratic Senators has decided to endeavour to prevent a vote on Senator Knox's resolution.

LORD ROBERT CECIL DEFENDS THE LEAGUE'S PRINCIPLES.

LOSANOS, June 15th.

At a demonstration at the Albert Hall, speaking about the League of Nations, Lord Robert Cecil said that the League was not intended to be a finished project, but he hoped that when experience revealed practical defects, changes would be unhesitatingly made.

The League did not make frontiers unalterable, but required that alterations be made by discussion, not by force.

He refuted the objection that the League diminished national sovereignty, and asked whether he heard of a man entering into partnership, yet claiming complete freedom of action in the partnership of affairs.

He agreed that Germany must be included, but we were entitled to require that she should undergo a certain novitiate, proving that she was fit to join the past. He saw no reason why the novitiate should exceed a few months.

There was some disorder at this stage. Continuing, he said that the same broad tests should be applied to Russia. The League must be a fundamental principle of British policy. The Treaty must be judged by its principles.

AMERICAN TRADE.

IMPORT RESTRICTIONS ON TIN BEING REMOVED.

WASHINGTON, June 16th.

The Government has removed import restrictions on tin, with effect from July 1st.

CRICKET AT HOME.

A WEEK'S RESULTS.

LONDON, June 14th.

Yorkshire beat Warwickshire by an innings and 63 runs.

Derbyshire beat Northamptonshire by nine wickets.

Hampshire beat Surrey by six wickets.

Essex beat Sussex by six wickets.

Leicestershire beat Gloucestershire by four wickets.

The Australians defeated Lancashire by an innings and 157 runs.

The Oxford University v. M.C.C. match was drawn.

OBITUARY.

MR. WEEDON GROSSMITH.

LONDON, June 14th.

The death is announced of Mr. Weedon Grossmith.

Mr. W. Grossmith, artist, actor and author, was a son of the late Mr. George Grossmith. He exhibited many times at the R.A. and Grosvenor Galleries. He made his first appearance on the stage at the old Prince of Wales Theatre in "Time will tell" in 1885, and has since then been very prominent in theatrical circles.

AERIAL NAVIGATION.

DRAFT CONVENTION COMPLETED.

PARIS, June 14th.

The drafting of the International Convention for aerial navigation has been completed.

THE SILVER MARKET.

GRADUAL RISE IN PRICE.

LONDON, June 14th.

Silver is quoted at 54½d. buyers and sellers, with small offerings. The market is steady.

LONDON, June 16th.

Silver is quoted at 54½d. buyers and sellers. There is a scarcity of supplies. The market is quiet.

LONDON, June 17th.

Silver is quoted at 54½d. buyers and sellers. The market is steady.

FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

CHINA AND THE CONSORTIUM.

PEKING, June 21st.

The Premier, Kung Hsin-chan, interviewed regarding the Consortium, said that everything depended on the ability of China to form a Chinese Group and to put up her proportion of the money required.

The Government believed that China should enjoy freedom to contract industrial loans.

NO DISTINCTION MADE BETWEEN NORTH AND SOUTH.

PEKING, June 21st.

The Government had not made any distinction between the North and South. A portion of the Customs surplus, for example, would be paid to the Southern Government.

AN EARLY PEACE EXPECTED.

PEKING, June 21st.

He expected the resumption of the Peace Conference at Shanghai, and an early peace. The resumption of hostilities was out of the question.

THE BUDGET DEFICIT.

PEKING, June 21st.

The Eighth Year Domestic Loan was being increased to two hundred million dollars in order to meet the Budget deficit.

THE BOYCOTT A PERSONAL MATTER.

PEKING, June 21st.

The Government would not interfere with the boycott, which was a personal matter, so long as there was no disturbance.

SHANGHAI CONFERENCE DELEGATES ENTERTAINED.

SHANGHAI, June 21st.

Kung Sun-jarm gave the peace delegates a dinner on June 19th. Chu Kai-kim did not attend.

THEATRE ROYAL.

FOR A SHORT SEASON ONLY!

Commencing THURSDAY NEXT, June 26th.

Initial Appearance in Hongkong

of the

EMPIRE REVUE COY.

22 ARTISTES

including the Popular London Comedian

GEORGE ROSS

The "ONE-MAN-MUSIC-HALL"

In a Series of the Latest English and American Revue Successes and Vaudeville

commencing with

A COLOSSAL

VAUDEVILLE BANQUET

In which each Member of the Company is seen in his or her particular Vaudeville Speciality

GEORGE ROSS

The "Topsy Turvy Pianist"

EDYTH HYLAND, A Phenomenal Mezzo Soprano.

BETTY & BENSON. In their amazingly clever pot-pourri of entertaining foolishness

BILLY & DORIS HARLEY, England's representative Dancers.

HAL, The AUSTRALIAN JESTING JUGGLER.

Hugo Graham, Dorothy Sutton and Co.

DAINTY DORIS, Charming Soubrette & Dancer.

WAIT & "C". That's all!

ALMA WAITE & BEAUTY CHORUS. In Song & Dance.

A VARIETY BILL of Exceptional Brilliance Surpassing anything previously presented.

WATCH FOR THE BRILLIANT REVUE PRODUCTIONS

"THE FOLLIES" "LET'S GO!" "OH BABY."

Admission

\$3, \$2 & \$1.

PLANS NOW OPEN AT MOUTRIE'S.

BERLIN TO-DAY.
A WARNING.In a letter to *The Times* "Viator" writes:

The seriousness with which the German Peace Delegation now at Versailles is treated by the *Entente* Powers compares curiously with the attitude shown by most of the Germans-I have met in Berlin and elsewhere in Germany.

The view of the average German is that it does not matter whether peace is signed at Versailles or not. The majority of those in responsible positions, the bankers and big business men, are hopeful that peace will not be signed, and that a further Allied occupation will result, bringing with it the order and industry already prevailing in the occupied Rhineland and almost nowhere else in Germany.

Let me first endeavour to describe life here in Berlin. Externally it does not greatly differ from Berlin life in 1913. Life generally has the appearance of normality. The shops are open, the tram runs, the electric light operates. There is always hot water for the bath. Restaurants, dancing and gambling saloons, are open all night long. Yet several times in the course of a week one pauses to remark that machine-guns can be heard in outlying parts. If one notes about at night, the gas is likely to be haled by soldiers and searched for hidden arms. On Sundays and holidays temporary barricades appear in Unter den Linden. Barbed wire is stretched across streets that form strategic positions of defence for the Wilhelmstrasse and the Government headquarters. Thus we have the hint of trouble that breathes beneath this outward calm. By following several existing paths I have been able to come face with some of it in the making. At present it is still a maelstrom of plots and counter-plots, but it is crystallizing for the day when peace is accepted or refused—whichever happens does not seem to matter.

There are to-day about 25,000 Russians in Berlin—agents of Lenin and Trotsky. With or without the connivance of the present German Government, but certainly with its knowledge, the heads of this army of trouble-makers conduct a daily courier service through the German lines from Berlin to Moscow. As a result printing presses were first established in Munich, but are now running in Berlin, engaged in carrying out the latest and most brilliant idea that the brain of Lenin has yet conceived—namely, the destruction of currency. I mean that Germany is now flooded with millions of counterfeit mark notes that are as excellent in quality as those turned out by the Government. There is so much of this money that the banks dare not refuse it—so it is current everywhere, and good. The Deutsche Bank no longer knows whether it is solvent. This same admission has been made to me by the head of another great banking institution, who, by way of illustrating the situation, suddenly asked me how much German money I then had in my pocket. I produced about a thousand marks, and the banker showed me that 900 of them, in 50-mark notes, were bad. I had obtained them in exchange for British sterling the morning at one of the best-known bureaux de change in Berlin.

But this is not all or the worst of this phase of the situation. To-day they are printing 25 notes in Berlin—these Lenin presses; also 100f. notes of the Banque de France. Quite good imitations, although not so good as the German notes, because of the greater difficulty in matching the paper. What will be done with them? I can only surmise by showing the use to which the barmine is put in Berlin. The present Government paid 12 marks per day to every unemployed workman. It now pays 15 marks per day, despite the fact that its capital is exhausted. The new army, organized by Gustav Noske, the Minister of Defence, gets five marks per man per day, and the last food that the *Entente* has sent in. This outlay, in addition to the Polish frontier and the Von der Goltz troops in Courland, about 250,000 in all, makes the pay sheet of the War Office about the same as in the days when the real German Army was fighting the Allies. Noske would like to cut his rate of pay to three marks per day, but dares not do so. It is only the strength of his personality that holds things together at five marks—and the chances here are strongly against his ability to do it long. Why? Because any unemployed German—or any soldier—can get 15 marks a day in bad money. The posts are filled with Soviet literature. The Government retaliates by placing posters all about showing Bolshevik horrors. In the poorer districts the Lenin agents are almost openly at work. In the cafes they treat all comers with wine or beer. They consider the economic situation of the cafes insubstantial, and the most likely go away with 50 marks in pocket. The fashionable restaurants and cafes present a weird blending of aristocracy, bourgeoisie, and even proletariat that could never have been seen together in Berlin before the war. But the aristocracy is largely camouflaged Russian. (Most of the best class Germans are keeping in the background.) Some of the bourgeoisie are war profiteers; the remainder, with the proletariat, are people having a look at high life for the first time—on this forged money to which I have referred. The result of this has been that some of even the great German industrialists, despairing of the present ramshackle Government's power to survive the shock of Versailles, have made open overtures to Moscow. Such men as Hugo Stinnes, the coal magnate, also Dr. Walter Rathenau, of the General Electric Company, have already offered their establishments to the Communist on the promise of personal immunity for themselves and families. These men argue that after a few months of Communism they will be called back to take charge, as the only men capable of managing affairs, and that they will come back on their own terms. Thus they are ready to vouchsafe Bolshevism with complete promise, so far as Germany is concerned, in the hope that the unvaccinated product will pass to the armies that guard the

ADVOCACY OF BOLSHEVISM.
GERMAN PROFESSOR'S ALTERNATIVE TO SLAVERY.

In 1912 the Russians set fire to Holy Moscow in order to make in vain Napoleon's triumphal march. We Germans can now show that we, too, are able to take great decisions.

This is the concluding sentence from an article appearing recently in *Reife Tag* (Red Day) by Professor Elzbacher, an influential member of the Conservative party, and entitled, "The Last Means." Affirming that he is still a convinced Conservative, the writer maintains, notwithstanding, that nothing is now left for Germany but to go over to Bolshevism. He says:

Those who now hold the fate of Germany in their hands are helpless. Their protests make no impression on our enemies, and they must sign whatever is laid before them. Also the Conservative opposition sees no other way out. There is only one expedient, though it is no expedient for little souls who cannot free themselves from the commonplace, and that expedient is Bolshevism. It is not enough to announce every day to the enemy that his policy is driving us into the arms of Bolshevism. That is the worst policy of negation. On the contrary, we must ourselves take the responsibility for Bolshevism, whatever its evils, in order to escape the Bolshevism that comes in the conviction that, when it comes, it will also stream over Western Europe and flood away Clemenceau and Lloyd George. But even if Bolshevism should not achieve this, it would still be an advantage to Germany. The *Entente* cannot draw millions of money away from a Bolshevik Germany. If Bolshevism is to succeed, then we must honourably accept it, introduce the Soviet form of Government, and immediately socialize, without making any reservation. This would not bring any danger to our economic existence, for Bolshevism could not be more damaging than the continuous improvement with which the *Entente* threatens us. It is hard for those who possess capital created by their own efforts, but they must no longer take that into consideration. In 1913 the Prussian people sacrificed its gold and silver for the Fatherland. The State must now not shrink from the sacrifice of the whole of its possessions. In the long run it would lose still more through the *Entente*. Even if one does not regard the Bolshevistic system as just, considerations of foreign policy are the only important factors. We must lay hold upon Bolshevism as the only means of saving Germany from slavery and oppression. The *Berliner Tageblatt* denounces Herr Elzbacher's proposals as madness and says it would mean the suicide of the German Empire.

Rhine—where the 25 and 100f. notes are to be circulated among the British and French soldiers.

Meanwhile the bread remains black, even in the best hotels, and butter costs 30 marks the lb. The question will be asked: "Why does the German sign peace is quite as often asked in Berlin as it seems, from the papers, to be in Paris." But the Berliner is only curious. The answer does not really matter. In the Rhineland intelligent Germans will tell you that the presence of Allied troops is their blessing and salvation. The people are beginning to work. The industry is still reeling about, like an athlete who has been terribly beaten and who cannot make his foot or his hand respond to his brain. I came into Germany with the common *Entente* conviction that Germany was picking up and getting stronger. I am now convinced that she is getting weaker and weaker, and more and more pessimistic. This and more of a sadder President and puppet Premier, both in the hands of a former aid of von Bismarck in Belgium, is nothing but the old Government with a new face. In six months of power it has offered not one constructive measure or done a single thing to relieve suffering. It is hanging on solely in the hope that the *Entente* will somehow get out of the *Entente* outwit them in some way or other, both Brockdorff-Rantzau and his cousin Bernstorff being notoriously past masters of that particular form of diplomacy.

So the best opinion that I have been able to sound is that the Government cannot survive, whether it signs peace or not. Optimists give it about six weeks after the Versailles Conference, whatever the result may be. Then probably a Noske dictatorship for the same length of time, and after that the rule of the proletariat, unless the Allies take charge of Berlin first. A Noske dictatorship might have a chance were it not for the state of the people, and their knowledge that they have already shifted from his former position of Socialist member of the Reichstag to the most reactionary spirit of the present Government. Threats of renewed blockade leave the people quite indifferent, because during the six months of armistice they have profited nothing. So their delegates may sign peace or not, as they please. They are without cheap food and without hope. They consider that the country is economically ruined, and if the *Entente* does not go to Berlin and take the situation in hand, perhaps even chaos would be preferable to things as they are—at least not much worse, and in any case it would be a change.

I cannot too strongly emphasize the statement made to me again and again in responsible circles: the Germans, being used to an autocratic form of government, are completely untrained by the absence of dominating authority, reminding me of Bismarck's statement that the Germans were a nation of lackeys. A barter remarked to me, "We Germans are good servants, but bad masters." Germany was held together before by the prestige, power, and tyranny of Prussia. Prussia has no prestige in all Germany to-day. I do not desire to damp the enthusiasm of the peace-makers and those who are about to build bonfires through Great Britain, but I warn my friends of the *Entente* that the mere signing of a scrap of paper at Versailles or the not signing of it will have no good effect in Germany, unless Germany is supplied with a stabilizer, preferably in the shape of the present mild occupation.

(Continued at foot of next column.)

OUTLER, PALMER & CO.'S

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY

SOLE AGENTS IN HONGKONG
AND SOUTH CHINA
LANE, ORAWFORD & CO.,
and from ALL WINE MERCHANTS.

"ASAHI BEER"



SOLE AGENTS
MITSU BUSSAN KAISHA

AT
LOW
PRICES
WITH
FISK
SERVICE

FISK
TIRES

Emphatically! The Best Tire
Proposition On The Market

FISK established quality at Fisk Low
Prices offers car owners for the first time an
absolutely sure way to cut tire costs.

You can get Fisk Non-Skid—the most effective
traction and non-skid tire—at a price
lower than is charged for many plain treads.

For Prices and Particulars apply—

SHEWAN, TOMES & CO.,

Motor Dept.

Tel. No. 781 & 659.

SANTAL
MIDY

These tiny Capsules—superior
to Copaiba, Cubebs, and Injections—
CURE the same dis-
eases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.

Each Capsule bears the name
Paris, 8, rue Vivienne
Sold by all Chemists.

HALF A CENTURY REPUTATIONS
DE LECLERC'S PILLS FOR THE
LIVER & KIDNEYS
Invaluable for diseases of these important organs,
Gravel, Rheumatism, the Bile, Gout, Rheumatism, etc.
Price 3s. 6d. per box, or post free. Dr. De Leclerc,
LONDON, ENGLAND. Depots: PARIS, 12, Rue
CARLISLE; NEW YORK, 93, BROADWAY; SYDNEY,
TORONTO, LIVERPOOL, ADELPHI, AUSTRIA, ELLIOT & SON,
Sydney and Brisbane; NEW ZEALAND, DUNEDIN, CO.
Lyons, Auckland, Christchurch, Dunedin, Wellington,
and India, D. E. PATIL & Co., Calcutta.

BOSTOCK'S
ROYAL ITALIAN CIRCUS
KOWLOON.

THE WORLD'S GREATEST WONDER-SHOW

A VERY VESUVIUS OF BRILLIANT ATTRACTIONS

TO-NIGHT at 9.15

HAVE YOU SEEN MAXIMO?

Special Matinees—Wednesday, Thursday and Saturday

BE WISE. BOOK NOW at MOUTRIE'S

SHIPPING NEWS

ARRIVALS.

June 20th.
Chien, Chinese str., 684 tons, Capt. Foyu, from Wuhu, which port she left on June 20th, with a cargo of rice.—Samsing S.S. Co.
 June 21st.
Cheong Shing, British str., 1,265 tons, Capt. M. J. M. & Co., from Canton, with a general cargo.—J. M. & Co.
Fushiki Maru, Japanese str., 1,063 tons, Capt. Hashimoto, from Muku, which port she left on June 18th, with a cargo of coal.—M.B.K.
Hoping, Portuguese str., 415 tons, Capt. Nogueira, from K. C. Wan, with a general cargo.—Shun Lee.
Kangyue, British str., 1,225 tons, Capt. McQuinn, from Canton, with a general cargo.—B. & S.
Kangyue, British str., 1,437 tons, Capt. Woodgett, from Canton, with a general cargo.—J. M. & Co.
Mo Hwa, Chinese str., 761 tons, Capt. Lamkonetsky, from Haiphong, with a general cargo.—Wa Hong.
Quinnell, American str., 397 tons, Capt. Medina, from Fuzhou, Amoy and Swatow, with a general cargo.—Douglas & Co.
Sapporo Maru, Japanese str., 1,530 tons, Capt. Kumata, from Canton, with ballast.—M.B.K.
Sui Sang, British str., 1,776 tons, Capt. Fraser, from Saigon, which port she left on June 18th, with a cargo of rice.—Wo Fat Shing.
Tan, British str., 1,391 tons, Capt. Scott, from Shanghai, which port she left on June 18th, with a general cargo.—B. & S.
Toson, American str., 952 tons, Capt. McSmith, from Saigon, which port she left on June 18th, with a cargo of rice.—Samsing.
Tungshing, Chinese str., 768 tons, Capt. Udden, from Swatow, with ballast.—Kwang Hing.
Uden Maru, Japanese str., 367 tons, Capt. Kurushima, from Keelung, which port she left on June 18th, with a cargo of coal.—
West Japan, American str., 3,759 tons, Capt. Cullen, from Shanghai, which port she left on June 18th, with a general cargo.—Grimble.
 June 22nd.
Hua Tung, Chinese str., 412 tons, Capt. Chang Fong, from Canton, with ballast.—Tai Lee.
Hong Wan, British str., 2,900 tons, Capt. Robinson, from Singapore, which port she left on June 18th, with a general cargo.—
Kaho, Chinese str., 1,008 tons, Capt. Hoeg, from Wuhu, which port she left on June 18th, with a cargo of rice.—Moller & Co.
Kuan Tung, Chinese str., 416 tons, Capt. Fernandez, from Shanghai, with a general cargo.—Globe & Co.
Pak Sang, British str., 977 tons, Capt. Picknell, from Haiphong and Hoihow, with a general cargo.—J. M. & Co.

SHIPPING ITEMS.

The *s.s. Japan* left Singapore for this port on June 20th, and is due here on June 24th.
 The *Admiral Line s.s. West Munham* is due to arrive here from Shanghai, via Manila, on or about July 1st.
 The *N.Y.K. s.s. Tanaka Maru* left Nagasaki for this port on June 20th, and is expected here on June 24th.
 The *R.M.S. Empress of Russia*, which left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on June 12th is due at Yokohama on June 24th.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 10th

	Previous Day	On Date	at Date
	at 2 p.m.	at 8 a.m.	at 3 p.m.
Barometer	29.69	29.71	29.68
Temperature	78	83	86
Humidity	74	94	77
Wind Direction	South	South	SSW
Force	1	1	3
Weather	0	0	0
Rain	0.04	—	0.24

Highest open-air temperature on 21st...83
 Lowest open-air temperature on 22nd...79

WEATHER REPORT.

June 22nd, at 12.14.—No returns from Japan, Vladivostok, Weihaiwei and Indo-China. Pressure has increased slightly to moderately at all reporting stations; the northern depression has probably moved eastwards and the southern probably remains over Tongking.

N.B.—No weather map will be issued owing to lack of telegraphic returns.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.94 inch. Total since January 1st, 4.85 inches, against an average of 34.84 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	S.S.W. winds, moderate; cloudy, occasional rain.
Formosa Channel	The same as Hongkong.
South Coast of China between Hongkong and Lamoo	The same as Hongkong.
South Coast of China between Hongkong and Hainan	The same as Hongkong.

HONGKONG TIDE TABLE

From 23rd to 25th June, 1919.

Days of Week	Day of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Mon.	23	5.10	5.7	11.17	2.3
Tues.	24	5.57	4.4	11.14	1.7
Wed.	25	6.14	3.3	11.09	1.3
Thurs.	26	6.44	2.3	11.05	0.9
Fri.	27	6.57	1.4	11.01	0.5
Satur.	28	7.13	0.7	10.58	0.2
Sun.	29	7.24	0.2	10.54	0.1

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITER- RANEAN PORTS AND LONDON.

Through Bills of Lading issued for BATAVIA, AMSTERDAM, COVENTRY, AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer

"DUNERA" carrying His Majesty's Mail, will be despatched from this port about JULY 6th, 1919, taking cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseille and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

P. & O. S. N. Co.
 Post Box 113,
 23, Des Voeux Road Central.

VISITORS TO TANTON

Should Purchase BY THE PEARL RIVER.

Captain C. V. LLOYD.

With Illustrations, Maps and Flags.

PRICE \$1.75

On Sale at:—

Hongkong: "Daily Press" Office.

Messrs. KELLY & WALSH, LTD.

Messrs. BREWER & Co.

Canton: Messrs. A. S. Watson & Co.

P. & O. BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
"NAGOYA"	31st Aug.	23rd Sept.	2nd Oct.
"MALTA"	4th Sept.	7th Oct.	18th Oct.

FOR BOMBAY VIA STRAITS & COLOMBO.
 "DUNERA" 7th July Due Bombay about 25th July

FOR CALCUTTA VIA STRAITS & RANGOON.
 "JAPAN" 19th July Due Calcutta 13th Aug.

FOR SHANGHAI MOJI KOBE, etc.
 "JAPAN" 24th June SHANGHAI & KOBE.
 "DUNERA" 24th June, at 4 p.m. SHANGHAI Only.

WIRELESS ON ALL STEAMERS.
 For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO., Agents.
 23, Des Voeux Road Central HONGKONG.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about JULY 5th.

for SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" About August 1st.

"WEST HEMATITE" August 10th.

For SEATTLE, TACOMA & PORTLAND.

"WEST CELINA" About August 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...	REGULAR SERVICE FOR
NANYO MARU No. 2...	FREIGHT BETWEEN
NANYO MARU No. 3...	HONGKONG, BANGKOK
RODEGAURA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
ASOSAN MARU...	
CHEIAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agent,

Top Floor, King's Building.

Tel. 140 and 155.

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—
 TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, CALCUTTA, CANTON, HANKOW, SHANGHAI, TIENTSIN, YOKOHAMA, MANILA, CEBU, SINGAPORE, BANGKOK, HONGKONG, YOKOHAMA, SHANGHAI, TIENTSIN, YOKOHAMA, MANILA, CEBU, SINGAPORE, BANGKOK, HONGKONG.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

CANADIAN PACIFIC OCEAN SERVICES LIMITED



THE CANADIAN PACIFIC RAILWAY COMPANY

announce the augmentation of the present double daily train service by a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to First Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars, Dining car and Baggage cars.

P. D. SUTHERLAND,
 General Agent, Passenger Department.

Hongkong, June 7th, 1919.

FOR NEW YORK

BLUE FUNNEL LINE.

S.S. "EURYADES"

for NEW YORK via PANAMA, on July 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE,
 Agents.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR SAILINGS TO SAIL

TIENTSIN via WEIHAIWEI & CHEFOO "CHEONGSHING" Tues. 24th June, D'light.

SHANGHAI "WINGSANG" Tues. 24th June, D'light.

HAIPHONG "TAKSANG" Tues. 24th June, 8 a.m.

SHANGHAI "CHOYSANG" Wed. 25th June, D'light.

STRAITS & CALCUTTA "NAMSANG" Wed. 25th June, 3 p.m.

MANILA "FOOSHING" Thurs. 26th June, 4 p.m.

MANILA "LOONGSANG" Fri. 27th June, 3 p.m.

MANILA "YUENSANG" Fri. 27th June, 3 p.m.

STRAITS & CALCUTTA "KWAISANG" Sat. 28th June, 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BOHNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Data.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 215.

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to—

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Trade Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings on 1 Year from the Far East to all parts of the World will be forwarded free on application.

Telephone address "COOKS".
 THOS. COOK & SON
 Hongkong Hotel Building, corner of Fildes Street and Des Voeux Road, HONGKONG.
 Also SHANGHAI, PEKING, YOKOHAMA, MANILA.
 Chief Office—LONDON, E.C.

Graving Dock and Shipyard
 SHIPS
 ENGINES
TAIKOO DOCK
 HONGKONG.
 BOILERS
 MOTORS.
 Repairs
 Paints
 The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.
 Butterfield & Swire, Agents
 Telephone 219. Cable—"TAIKOODOCK."

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service, from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION.**

For	Steamer	To Sail
MANILA, CEBU & ILOILO	"TAMING"	On 23rd June, 3 P.M.
SWATOW and BANGKOK	"CHUSAN"	On 24th June, 11 A.M.
SWATOW and SINGAPORE	"HUPEE"	On 24th June, 11 A.M.
SHANGHAI	"TRAN"	On 24th June, Noon
WINDAW, CHEFOO, & TIENTSIN	"HUICHOW"	On 26th June, Noon
SHANGHAI	"SUNNING"	On 26th June, 4 P.M.
SHANGHAI and TSINGTAO	"CHENAN"	On 29th June, 11 P.M.
NEWCHWANG	"KANSU"	On 3rd July, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	TUESDAY	24th June, at 11 A.M.
"HAI TAN"	Capt. A. H. Stewart	FRIDAY	27th June, at 1 P.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY	1st July, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO.**U.S. MAIL LINE.**

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUBSIDIARY LINE.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "ECUADOR"	July 15th, 1918.
S.S. "COLOMBIA"	Aug. 12th, 1918.
S.S. "VENEZUELA"	Sept. 10th, 1918.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to—

Telephone 41 COMPANY'S OFFICE in Alexander Buildings, Canton Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
NAGOYA	21st Aug.	23rd Sept.	2nd Oct.
MALTA	4th Sept.	7th Oct.	16th Oct.

FOR BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at BOMBAY about
DUNERA	7th July	25th July

FOR CALCUTTA VIA STRAITS & RANGOON.

JAPAN 19th July 13th Aug.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	24th June	SHANGHAI Only.
DUNERA	24th June, at 4 P.M.	SHANGHAI Only.

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Vaux Road Central, HONGKONG.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

KATORI MARU (calling Manila) ... Sunday, 12th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

TAMBA MARU ... Friday, 27th June, at Noon.
NISHIMA MARU ... Friday, 11th July, at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 25th June, at 11 a.m.
NIKKO MARU ... Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroan, San Francisco, Panama & Colon.

TOYAMA MARU ... Tuesday, 16th July.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU ... Beginning of July.
TENSIN MARU ... Middle of July.

CALCUTTA & BANGKOK via Singapore & Penang.

RANGOON MARU ... Saturday, 28th June.
CALCUTTA MARU ... Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI-MARU ... Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU ... Tuesday, 24th June, at 11 a.m.
SHIMBU MARU ... Saturday, 28th June.
INABA MARU ... Friday, 11th July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—

NIPPON YUSEN KAISHA,
23, YASUDA, Manager.

Telephone Nos. 292 & 29

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
KOREA MARU	23,000	June 25th.
NIPPON MARU	11,000	July 7th.
TSUBO MARU	22,000	July 20th.
SIBERIA MARU	20,000	July 29th.
SHINYO MARU	21,000	Aug. 13th.

* Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIKO MARU	17,800	July, 14th
YANYO MARU	18,500	Sept. 10th.
SEIKO MARU	14,000	Nov. 4th.

* Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Port of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

Telephones 2274 and 2275.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 24th July.
	"PAUL LECAT" 22,000	On or about 18th Aug.

MARSEILLES	Leave Hongkong
"NERA" 14,000	On or about 19th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOUBERT,

Acting Agent,

Queen's Building,

Telephone 740.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDES MARU" ... Tuesday, 24th June.

"AMAZON MARU" ... End of July.

Call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SAIGON MARU" ... Thursday, 10th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Thursday, 24th July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SAIGON MARU" ... Thursday, 10th July.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KOBORO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.

"MEXICO MARU" ... Saturday, 28th June.

HAIPHONG—Three times a Month service.

"DAIYOKU MARU" ... Saturday, 28th June.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"SOSU MARU" ... Thursday, 3rd July, at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

"AMAKUSA MARU" ... Tuesday, 24th June, at 10 A.M.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,

Tel. No. 744 and 745.

No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (11,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 18th, 1918. "CHINA" July 2nd, 1918.

An unsurpassed high-class passenger service.

O. H. BUTLER, Freight and Passenger Agent, Los House Block, Tel. 1943.

